

DEPARTMENT OF TRANSPORTATION AND RELATED
AGENCIES APPROPRIATION BILL, 1992

SEPTEMBER 12 (legislative day SEPTEMBER 10), 1991.—Ordered to be printed

Mr. LAUTENBERG, from the Committee on Appropriations,
submitted the following

REPORT

[To accompany H.R. 2942]

The Committee on Appropriations, to which was referred the bill (H.R. 2942) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1992, and for other purposes, reports to the Senate with various amendments, and presents herewith information relative to the changes recommended.

AMOUNTS OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL
YEAR 1992

Amount of bill passed by the House	\$14,169,377,569
Amount of bill as reported to Senate	14,439,382,569
Amount of budget estimates, 1992	15,110,123,569
Fiscal year 1991, enacted	13,002,162,569

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TOTAL OBLIGATIONAL AUTHORITY PROVIDED—GENERAL FUNDS AND TRUST FUNDS

In addition to the appropriation of \$14,439,382,569 in new budget authority for fiscal year 1992, large amounts of contract authority are provided by law, the obligation limits for which are contained in the annual appropriations bill. The principal items in this category are the trust funded programs for Federal-aid highways, for mass transit, and for airport development grants. For fiscal year 1992, estimated obligation limitations total \$20,908,535,000.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 1992, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants, Urban Mass Transportation Administration, and interstate transfer grants-highways, Federal Highway Administration. In addition, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, and for acquisition, construction, and improvements, Coast Guard, shall be applied equally to each budget item that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

TITLE I—DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

Appropriations, 1991	¹ (\$58,270,000)
Budget estimate, 1992	¹ (81,500,000)
House allowance	(63,765,000)
Committee recommendation	(65,100,000)

¹ Total amount appropriated as separate accounts.

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89-670) provides for establishment of the Office of the Secretary of Transportation [OST]. The Office of the Secretary is composed of the Secretary's immediate office, the Office of the General Counsel, and five assistant secretarial offices for policy and international affairs, budget and programs, governmental affairs, administration, and public affairs respectively. These secretarial offices have policy development and central supervisory and coordinating functions related to the overall planning and direction of the Department of Transportation, including staff assistance and general management supervision of the counterpart offices in the operating administrations of the Department.

The Minority Business Resource Center is also housed in OST. Its mission is to assist minority business firms in securing contracts on federally assisted transportation projects. In addition, the salaries, administrative expenses, and associated housekeeping costs of certain former Civil Aeronautics Board functions transferred to the Department of Transportation are funded here and in the "Payments to air carriers" appropriation.

The Committee recommends \$65,100,000 for the salaries and expenses of the Office of the Secretary of Transportation.

IMMEDIATE OFFICE OF THE SECRETARY

Appropriations, 1991	\$1,215,000
Budget estimate, 1992 ¹	1,435,000
House allowance	1,435,000
Committee recommendation	1,435,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Immediate Office of the Secretary has the primary responsibility for overall policy development, central supervisory and coordinating functions necessary for the overall planning and direction of the Department.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

Appropriations, 1991	\$412,000
Budget estimate, 1992 ¹	573,000
House allowance	550,000
Committee recommendation	550,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Immediate Office of the Deputy Secretary has the primary responsibility of assisting the Secretary in the overall planning and direction of the Department. The Committee concurs with the House Committee's reduction for travel related costs.

OFFICE OF GENERAL COUNSEL

Appropriations, 1991	\$6,420,000
Budget estimate, 1992 ¹	7,524,000
House allowance	6,904,000
Committee recommendation	7,204,000

¹ Proposed for consolidation into a single salaries and expenses account.

The General Counsel is the chief legal officer of the Department of Transportation and the final authority within the Department on all legal questions. The General Counsel's Office provides legal services to the Office of the Secretary (including the conduct of aviation regulatory proceedings), coordinates and reviews the legal work of the Chief Counsels' Offices of the operating administrations, and generally performs the full range of legal services involved in administering an executive department with national and international responsibilities.

The Committee has restored the House Committee's reduction of funding for optical disk storage/retrieval and automated scanning system.

OFFICE OF THE ASSISTANT SECRETARY FOR POLICY AND INTERNATIONAL AFFAIRS

Appropriations, 1991	\$8,500,000
Budget estimate, 1992 ¹	9,621,000
House allowance	8,733,000
Committee recommendation	8,733,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Assistant Secretary for Policy and International Affairs is the chief policy officer of the Department and is in charge of economic regulation of the airline industry. As chief policy officer, he is responsible to the Secretary for analysis, development, articulation, and review of policies and plans for domestic and international transportation. As overseer of airline economic regulations, he is responsible for international aviation programs, airline licensing, airline consumer protection regulations, airline mergers and acquisitions, and route awards and special investigations. The Assistant Secretary provides departmental leadership and coordination on international transportation policy issues relating to maritime, surface transport, trade, technical assistance, and cooperation programs.

The Committee concurs with the House Committee's transfer of \$875,000 and 13 full-time equivalents to the Research and Special

Programs Administration for activities associated with electronic tariff filing. The Committee understands that this office is responsible for the Department's intermodal activities and, therefore, directs this office to work with officials in St. Louis, MO, regarding the highway, transit, and aviation intermodal facility being planned in conjunction with the new rail system.

OFFICE OF ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

Appropriations, 1991	\$2,390,000
Budget estimate, 1992 ¹	2,719,000
House allowance	2,726,000
Committee recommendation.....	2,726,000

¹ Proposed for consolidation into a single salaries and expenses account. This account includes the reception and representation allowance of \$40,000.

The Assistant Secretary for Budget and Programs is the principal staff adviser to the Secretary on the development, review, and presentation of the Department's budget resource requirements, and on the evaluation and oversight of the Department's programs. The primary responsibilities of this Office are to ensure the effective preparation and presentation of sound and adequate budget estimates for the Department, ensure the consistency of the Department's budget execution with the action and advice of the Congress and the Office of Management and Budget, evaluate the program proposals for consistency with the Secretary's stated objectives, and advise the Secretary of program and legislative changes necessary to improve program effectiveness.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

Appropriations, 1991	\$2,255,000
Budget estimate, 1992 ¹	2,468,000
House allowance	2,320,000
Committee recommendation.....	2,468,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Assistant Secretary for Governmental Affairs is the principal adviser to the Secretary on all congressional and intergovernmental activities and on all Department legislative initiatives and other relationships with Members of the Congress; promotes effective communication with other Federal agencies and regional Department officials, and with State and local governments and national organizations for development of departmental programs; and ensures that consumer preferences, awareness, and needs are brought into the decisionmaking process.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

Appropriations, 1991	\$26,745,000
Budget estimate, 1992 ¹	45,396,000
House allowance	30,262,000
Committee recommendation.....	30,262,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Assistant Secretary for Administration, the principal adviser to the Secretary on departmental administrative management matters, is responsible for personnel and training, management policy, employment ceiling control system, automated systems policy, ad-

ministrative operations, real and personal property management, acquisition management, grants management, internal departmental financial systems, and ADP facilities and services.

The Committee has concurred with the House's reductions to the administration's request in a number of areas including amounts associated with rental payment consolidation, travel, bonus awards, and the addition of 48 personnel instead of the requested 54.

OFFICE OF THE ASSISTANT SECRETARY FOR PUBLIC AFFAIRS

Appropriations, 1991	\$1,389,000
Budget estimate, 1992 ¹	1,546,000
House allowance	1,546,000
Committee recommendation	1,546,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Assistant Secretary for Public Affairs is the principal adviser to the Secretary and other senior departmental officials and news media on public affairs questions. The Office issues news releases, articles, fact sheets, briefing materials, publications, and audio-visual materials. It also provides information to the Secretary on opinions and reactions of the public and news media on programs and on transportation issues.

EXECUTIVE SECRETARIAT

Appropriations, 1991	\$918,000
Budget estimate, 1992 ¹	1,007,000
House allowance	965,000
Committee recommendation	965,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Executive Secretariat provides an organized staff service for the Secretary and Deputy Secretary to assist them in carrying out their management functions and facilitate their responsibilities for formulating, coordinating, and communicating major policy decisions. It controls and coordinates internal and external material directed to the Secretary and Deputy Secretary and ensures that their decisions and instructions are implemented.

Staffing continued at fiscal year 1991 level.

CONTRACT APPEALS BOARD

Appropriations, 1991	\$508,000
Budget estimate, 1992 ¹	590,000
House allowance	590,000
Committee recommendation	590,000

¹ Proposed for consolidation into a single salaries and expenses account.

The primary responsibility of the Board of Contract Appeals is to provide an independent forum for the trial and adjudication of all claims by or against a contractor relating to a contract of any element of the Department, as mandated by the Contract Disputes Act of 1978, 41 U.S.C. 601.

OFFICE OF CIVIL RIGHTS

Appropriations, 1991	\$1,353,000
Budget estimate, 1992 ¹	1,462,000
House allowance	1,462,000
Committee recommendation	1,462,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Office of Civil Rights has primary responsibility for assisting the departmental Director of Civil Rights in advising and representing the Secretary on civil rights and equal opportunity matters and ensuring full implementation of civil rights and equal opportunity precepts in all of the Department's official actions.

OFFICE OF ESSENTIAL AIR SERVICE

Appropriations, 1991	\$1,500,000
Budget estimate, 1992 ¹	1,545,000
House allowance	1,545,000
Committee recommendation	1,545,000

¹ Proposed for consolidation into the Office of the Assistant Secretary for Policy and International Affairs.

The Office of Essential Air Service has the primary responsibility for determining and guaranteeing the required level of air service to communities eligible to receive essential air service and administering the Air Service Subsidy Program.

The Committee has provided \$1,545,000 for this account which supports 20 full-time equivalents as proposed by the administration and provided in the House allowance.

OFFICE OF THE SMALL AND DISADVANTAGED BUSINESS UTILIZATION

Appropriations, 1991	\$3,465,000
Budget estimate, 1992 ¹	3,527,000
House allowance	3,527,000
Committee recommendation	3,527,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Office of Small and Disadvantaged Business Utilization has primary responsibility for providing policy direction for small and disadvantaged business participation in the Department's procurement and grant programs, and effective execution of the functions and duties under sections 8 and 15 of the Small Business Act, as amended.

The Committee recommends the requested funding level of \$3,527,000 which supports 15 staff-years and allocates \$2,600,000 to the Minority Business Resource Center.

OFFICE OF INTELLIGENCE AND SECURITY

Appropriations, 1991	\$1,200,000
Budget estimate, 1992 ¹	1,381,000
House allowance	1,200,000
Committee recommendation	1,381,000

¹ Proposed for consolidation into two single salaries and expenses account.

The Committee has provided \$1,381,000 and 15 personnel for the Office of Intelligence and Security. The Office was established in July 1990, in response to the recommendations made by the Presi-

dent's Commission on Aviation Security and Terrorism, to oversee security and intelligence policy and strategic planning for all security initiatives in the Department.

The Committee endorses the creation of this Office and believes there is a clear role for an Office within the Office of the Secretary to coordinate security and intelligence policies and strategies among the modes of transportation and to serve as liaison with other Government intelligence and law enforcement agencies.

The Committee does not support the reduction associated with contractual and consultant services in the research and development area. The Committee agrees with the House that there might be duplication with FAA responsibilities; however, given FAA's recent history of not encouraging competition in the explosives detection area, it feels that these funds may be well spent.

OFFICE OF DRUG ENFORCEMENT AND PROGRAM COMPLIANCE

Appropriations, 1991	
Budget estimate, 1992 ¹	\$706,000
House allowance	
Committee recommendation	706,000

¹ Proposed for consolidation into a single salaries and expenses account.

The Office of Drug Enforcement and Program Compliance serves as the focal point for the Department's drug control policy. The primary responsibility of the Office is to work with the Department's operating administrations to review and enhance the effectiveness of the Department's drug testing programs and implementation procedures for the industry drug testing rules.

TRANSFER AUTHORITY

The Committee has included bill language which allows the Secretary to transfer funds between individual Office of the Secretary appropriations up to a maximum of 5 percent of the total amount provided for each office. The House has included similar bill language.

ADVISORY COMMITTEE CAP

The Committee has included bill language which would limit the total amount to be spent for advisory committees to \$850,000.

DEPARTMENT APPOINTEES

In addition, the Committee has included bill language, which has been included in previous years, which limits the total number of political and Presidential appointees in the Department of Transportation to 120.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 1991	\$2,947,000
Budget estimate, 1992	4,200,000
House allowance	3,100,000
Committee recommendation	3,100,000

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conduct-

ed at the departmental level. This research effort supports the planning, analysis, and information development needed to assist the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms. The University Research Program, transferred back to the OST in fiscal year 1985, provides assistance to colleges, universities, and their students to conduct research in the field of transportation. Special emphasis is placed on assisting historically black colleges and universities to take part in transportation research and on aiding minority students in preparing for careers in transportation. In 1992 this activity will be funded under the Research and Special Programs Administration.

The Committee concurs with the reductions proposed by the House which disallows cost increases over the 1991 funding levels for policy and planning studies.

OFFICE OF COMMERCIAL SPACE TRANSPORTATION—OPERATIONS AND RESEARCH

Appropriations, 1991	\$3,386,000
Budget estimate, 1992	4,804,000
House allowance	4,245,000
Committee recommendation	4,300,000

The Office of Commercial Space Transportation provides regulatory, research and development, and studies needed to carry out the Secretary's responsibilities as defined in Executive Order 12465 to encourage, facilitate, and promote commercial space launches by the United States private sector and to license and regulate commercial launches, launch site operations, and certain payloads under the Commercial Launch Act (Public Law 98-575).

The House has also included bill language which allows \$300,000 in user fees in fiscal year 1992 to be credited to the appropriation. The Committee has included the expected user fee offset, \$300,000, which was the amount of user fees originally expected by the administration in its budget proposal; and has credited the offset through bill language to this consolidated account.

WORKING CAPITAL FUND

Appropriations, 1991	
(Limitation)	(\$86,264,000)
Budget estimate, 1992	
(Limitation)	(165,600,000)
House allowance	
(Limitation)	(85,509,000)
Committee recommendation	
(Limitation)	(98,472,000)

The working capital fund [WCF] provides for centralized financing of certain common administrative services (for example, publishing and graphics and computer services) in the interest of economy and efficiency. The fund is reimbursed from the appropriations of the operating agencies of the Department at rates that recover all operating expenses in full.

Except for reductions associated with accountwide adjustments, the Committee concurs with all the House actions which reduce

the limitation on the working capital fund. Most of this reduction, \$67,128,000, as noted by the House in their report, is associated with the consolidation of all departmental rental payments into a single appropriated account.

PAYMENTS TO AIR CARRIERS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1991	\$26,600,000
Budget estimate, 1992	(38,600,000)
House allowance	(38,600,000)
Committee recommendation	(38,600,000)

The Secretary of Transportation administers the section 419 Subsidy Program, which was created as part of the Airline Deregulation Act of 1978. Subsidy under this program is paid to airlines, primarily commuter carriers, to support the provision of essential air service to points that would not be served but for the subsidy.

The Committee recommends a liquidation of contract authorization of \$38,600,000 for fiscal year 1992 payments to air carriers, which is the same as the House allowance. In addition, the Committee recommends an obligation limitation of \$38,600,000 which is the same as the budget proposal and the House allowance.

The amount provided reflects the latest DOT current services estimate for the program.

Fiscal year 1992 projection of carriers receiving long-term section 419 compensation and the communities served

<i>Carriers and communities served</i>	<i>Estimated annual compensation¹</i>
Air Midwest: Dodge City, Garden City, Goodland, Great Bend, Hays, KS; Lamar, CO; Fort Leonard Wood, MO; Liberal, KS/Guymon, OK	\$2,384,969
Alaska Airlines: Cordova, Gustavus, Petersburg, Wrangell, Yakutat, AK	1,263,815
Alpine Aviation: Moab, UT	172,930
Atlantic Southeast Airlines: Muscle Shoals, Tuscaloosa, AL	683,353
Bar Harbor Airlines: Bar Harbor, Rockland, ME	407,866
Big Sky Airlines: Glasgow, Glendive, Havre, Lewistown, Miles City, Sidney, Wolf Point, MT; Williston, ND	2,458,827
CCAir: Danville, VA; Beckley, Princeton/Bluefield, WV	440,295
Christman: Elkins, WV	323,952
Continental/Air Micronesia: Rota, Northern Marianas	167,776
Crown Airways: Oil City/Franklin, PA	119,034
Direct Air: Mattoon, Mount Vernon, IL	228,197
Executive Air Charter: Ponce, PR	269,500
Exec Express II: El Dorado/Camden, Harrison, Hot Springs, Jonesboro, AR; Muncie/Bloomington, IN; Enid, Ponca City, OK; Brownwood, Paris, TX	3,648,891
40-Mile Air: Central, Circle, AK	38,794
GP Express Airlines: Fairmont, Mankato, Worthington, MN; Hastings, Kearney, McCook, Alliance, Chadron, Grand Island, North Platte, Scottsbluff, NE; Brookings, Huron, Mitchell, SD	2,612,597
Great Lakes Aviation: Ironwood, MI/Ashland, WI; Manistee/Ludington, MI; Ottumwa, IA; Yarkton, SD; Iron Mountain/Kingsford, MI; Marinette, WI/Menominee, MI; Devils Lake, Jamestown, ND	1,105,650
Gulf Air Taxi: Cape Yakataga, Icy Bay, AK	45,794
Harbor Air Service: Seward, AK	45,564

Fiscal year 1992 projection of carriers receiving long-term section 419 compensation and the communities served—Continued

<i>Carriers and communities served</i>	<i>Estimated annual compensation¹</i>
Horizon Air: Ephrata/Moses Lake, WA.....	163,335
Jet Express: Clarksburg/Fairmont, Morgantown, WV; Hot Springs, VA.....	876,996
MarkAir Express: Atka, Nikolski, St. George, Lazy Bay/Alitak, Amook Bay, Kitoi Bay, Moser Bay, Olga Bay, Parks/Uyak, Port Bailey, Port Williams, San Juan/Uganik, Seal Bay, Terror Bay, West Point, Zachar Bay, AK.....	487,237
Mesa Airlines: Cortez, CO; Alamogordo/Holloman AFB, Hobbs, Santa Fe, Clovis, Silver City/Hurley/Deming, NM; Worland, WY; Kingman, AZ.....	1,240,455
Metro Air Northeast: Massena, Ogdensburg, NY.....	476,265
Redwing: Kirksville, MO.....	230,068
Rocky Mountain Airways: Pierre, SD.....	339,295
Ryan Air Service: Nyac, AK.....	7,068
Skybus Express: Anniston, Gadsden, AL.....	464,251
Skymaster: Laconia, NH.....	272,384
SkyWest Airlines: Ely, NV; Cedar City, Vernal, UT; Page, AZ.....	962,114
Sportsman Flying Service: May Creek, McCarthy, AK.....	22,792
Ward Air: Chatham, Funter Bay, AK.....	6,558
WestAir Airlines: Crescent City, Merced, CA.....	910,618
Wings of Alaska: Elfin Cove, AK.....	11,048
Subtotal of long-term rates.....	22,888,288
Expected subsidy rate adjustments and carrier selections in fiscal year 1992.....	² 12,911,712
Estimated fiscal year 1992 hold-in compensation.....	2,800,000
Total (current program).....	38,600,000

¹ Estimated annual compensation reflects rates negotiated as of April 1, 1991.

² Adjustment includes an estimated \$11,000,000 of a total \$12,000,000 to implement upgrades to basic EAS not yet reflected in long-term rates.

The Committee has provided the resources necessary to fund the program at a current services level as estimated by the Department. The Committee has not included the funding estimated necessary for higher service levels. The Committee views as highest priority, the provision of sufficient funding to continue the basic EAS program so that supplemental funding is not required as it was in fiscal year 1989. Since the reauthorization of EAS in 1987, no service upgrades, enhanced service, or service to new points has been provided. In view of overall budget constraints, it is difficult to justify expansion at this time.

The Committee has provided sufficient funding for 1992 to continue the existing program as is, with no communities' service being eliminated.

The Senate has not included legislative language contained in the House bill that would prohibit the funds in this bill from being used for air service to new communities or for increasing service levels to communities currently entitled to essential air service [EAS]. Inclusion of this language would be contrary to the arrangement made last year by which a passenger facility charge [PFC] for the benefit of larger airports was tied to full funding for the EAS program for the benefit of smaller airports. Although the full funding of \$38,600,000 was technically included in the House bill, the legislative language in that bill ignored the fact that this funding level was predicated on the need for some service increases to bring some services up to the level required by law. If these service in-

creases are prohibited by legislative language, the \$38,600,000 could not be spent for the purposes for which it is appropriated and passengers at small communities would continue to suffer from inadequate air service.

HEADQUARTERS FACILITIES

Appropriations, 1991	
Budget estimate, 1992	\$69,000,000
House allowance	
Committee recommendation	

The administration requested funding for certain additions at a new DOT headquarters facilities that are above the GSA standard specifications (primarily state-of-the-art telecommunications networks), that are required by the operating agencies.

The Committee has not provided the requested funds since the Senate Treasury-Postal Appropriations Subcommittee which funds the GSA building fund did not include any funds for a new DOT building.

RENTAL PAYMENTS

Appropriations, 1991 ¹	\$107,668,000
Budget estimate, 1992 ^{2 3}	142,087,000
House allowance	111,970,000
Committee recommendation	111,970,000

¹ Rental payments were budgeted in one consolidated account rather than in the individual appropriation accounts.

² Rental payments are included within each administration's budget request rather than in one consolidated account.

³ Final estimate provided after submission of President's budget request.

The House has included rental payments to the General Services Administration [GSA] as a separate line-item appropriation in the bill. This is the second year that payments to the GSA for headquarters and field space rental and related services has been consolidated into one account. This action was taken because of the extraordinary increases that have been levied on the Department in recent years, including a 23.6-percent increase from fiscal year 1989 to fiscal year 1990 and a requested increase of 10.9 percent for fiscal year 1991.

The Committee has provided \$111,970,000 for rental payments which is the same as the House allowance. The following table shows GSA rental payments for fiscal years 1990, 1991, and 1992.

Each of the individual accounts listed in the table have been reduced by the fiscal year 1992 request amount to reflect the consolidation in that year.

The Committee's recommendation does not reflect rental payment adjustments provided after submission of the President's budget request.

GSA RENTAL PAYMENTS

[Dollars and square feet in thousands]

Administration/account	Fiscal year 1990 actual		Fiscal year 1991 estimated ¹		Fiscal year 1992 request ²	
	Funding	Square feet	Funding	Square feet	Funding	Square feet
Federal Highway Administration:						
Limitation on general operating expenses.....	\$13,739				\$14,954	
Motor carrier safety.....	288				100	
Subtotal.....	14,027	968	(\$14,027)	970	15,054	991
National Highway Traffic Safety Administration:						
Operations and research (GF).....	2,759					
Operations and research (TF).....	1,194				4,157	
Highway traffic safety grants.....	175					
Subtotal.....	4,128	154	(4,128)	154	4,157	154
Federal Railroad Administration:						
Office of the Administrator.....	1,415				1,256	
Railroad safety.....	1,278				1,487	
Railroad research and development.....	82				65	
Subtotal.....	2,775	134	(2,775)	130	2,808	137
Urban Mass Transportation Administration: Administrative expenses (TF in 1992).....	2,986	112	(2,986)	112	3,197	121
Federal Aviation Administration: Operations.....	38,011	2,421	(38,011)	2,694	62,264	3,344
U.S. Coast Guard:						
Operating expenses.....	28,746				37,548	
Reserve training.....	650					
Research, development, testing and evaluation.....	460					
Subtotal.....	29,856	2,126	(29,856)	2,186	37,548	2,421
St. Lawrence Seaway Development Corporation: Operations and maintenance.....	157	7	(157)	7	174	7
Research and Special Programs Administration:						
Research and special programs.....	1,079				1,084	
Pipeline safety.....	419				481	
Transportation systems center.....					327	
Subtotal.....	1,498	60	(1,498)	60	1,892	74
Office of the Inspector General: Salaries and expenses.....	2,000	93	(2,000)	92	2,150	94
Office of Secretary of Transportation:						
Rental payments.....			107,668			
Salaries and expenses.....	6,065				6,362	
Working capital fund.....	6,093				6,481	
Commission on Aviation Security and Terrorism.....	72					
Subtotal.....	12,230	549	(12,230)	545	12,843	1,470
Total, Department of Transportation (excludes MarAd).....	107,668	6,624	107,668	6,950	142,087	8,813

¹ Enacted as single account; distribution for comparability only.² This is a revised display which corrects errors contained in the administration's budget request for Saint Lawrence Seaway Development Corporation (\$174,000 shortfall); Coast Guard (\$29,848,000 shortfall); and the Office of the Secretary for Federal Aviation Administration's headquarters space (\$5,723,000 shortfall).

TITLE IV

The Committee inserts a new title IV, "Omnibus Transportation Employee Testing." The amendment is described later in the report.

COAST GUARD

SUMMARY OF FISCAL YEAR 1992 PROGRAM

The U.S. Coast Guard, as it is known today, was established on January 28, 1915, through the merger of the Revenue Cutter Service and the Lifesaving Service. In 1939, the U.S. Lighthouse Service was transferred to the Coast Guard, followed by the Bureau of Marine Inspection and Navigation in 1942. The Coast Guard has as its primary responsibilities the enforcement of all applicable Federal laws on the high seas and waters subject to the jurisdiction of the United States; promotion of safety of life and property at sea; assistance to navigation; protection of the marine environment; and maintenance of a state of readiness to function as a specialized service in the Navy in time of war (14 U.S.C. 1, 2).

The Committee recommends a total program level of \$3,518,820,000 for the activities of the Coast Guard in fiscal year 1992. The following table summarizes the Committee's recommendations:

(In thousands of dollars)

Program	Fiscal year 1991 enacted	Fiscal year 1992 estimate	House allowance	Committee recommendations
Operating expenses.....	¹ 2,353,761	2,539,600	2,483,800	² 2,443,100
Acquisition, construction, and improvements.....	³ 411,331	422,978	365,031	⁴ 409,920
Environmental compliance and restoration.....	21,500	25,100	21,500	25,100
Alteration of bridges.....	3,747	10,200	11,000	11,200
Retired pay.....	451,800	487,700	487,700	487,700
Reserve training.....	74,306	77,300	77,000	⁵ 77,300
Research, development, test, and evaluation.....	25,000	28,800	27,800	29,500
Boat safety.....	35,000	35,000	35,000	35,000
Total.....	3,376,445	3,626,678	3,508,831	² ⁴ ⁵ 3,518,820

¹ Includes \$295,000,000 in the Department of Defense Appropriations Act, 1991, and \$18,922,000 in the Operation Desert Shield/Desert Storm Supplemental Appropriations Act, 1991.

² Includes \$221,100,000 to be financed in the Department of Defense Appropriations Act and excludes \$78,300,000 in missions permanently transferred to DOD.

³ Includes \$5,000,000 in the Department of Defense Appropriations Act, 1991.

⁴ Includes \$2,450,000 in reprogrammed resources.

⁵ Includes \$77,300,000 to be provided in Department of Defense Appropriations Act.

REINVESTABLE RESOURCES

The Committee wishes to commend the Commandant for his efforts in finding reinvestable resources within his base operating budget. Funding limitations imposed by the budget summit agreement as well as the Gramm-Rudman-Hollings Deficit Control Act will continue to constrain the Committee's ability to adequately fund all DOT agencies, including the Coast Guard. The fact that the Coast Guard has been entrusted with increased responsibilities will, unfortunately, make these constraints no less real. In his first year in command, the Commandant took actions unprecedented in

recent years to make recurring adjustments to his base operating budget in order to fund critical priority areas. These adjustments included changes in the status of certain aircraft, reassigning missions between units and the termination of liaison billets. While the Committee takes no position on the merits of these adjustments, it has not reduced the Coast Guard's budget request to reflect any savings associated with these recurring changes in recognition of the fact that they were made in order to meet other critical funding priorities. The Committee is concerned, however, that the Commandant adhere to the reprogramming procedures established in the conference report accompanying the fiscal year 1990 appropriations act. The Committee requests, therefore, that the Commandant review whether his and the Secretary's actions in implementing the recurring reductions cited above have been consistent with section 3(d)(1) through (4) of these procedures.

BUDGET JUSTIFICATION IMPROVEMENTS

In testimony before the Committee, the Commandant noted that:

The Coast Guard requests funding by budget category in response to OMB and congressional direction. However, funds are neither distributed nor expended in this manner. Further, the Coast Guard's current accounting systems were not designed to track expenditures by budget category and cannot be manipulated to do so.

The Commandant's testimony points up the fact that the Coast Guard cannot confirm that funding increments provided over the base for specific initiatives cited in the budget will actually be spent on those initiatives. The Commandant's testimony also points up the difficulty Coast Guard program managers must face in controlling program expenditures since current accounting capabilities cannot capture expenditures by program.

Since appropriated funds are neither distributed nor expended based on the categories included in the budget request, the Coast Guard could, if it chooses, base its individual requests for funding over the base on whatever purposes are likely to garner the widest public and congressional support. The Committee requests, however, that the Commandant submit a budget justification that accurately captures those activities for which additional resources are required above actual current expenditures, be they enhanced oil-spill preparedness or increased contract costs for trash collection. The Committee further requests that the Commandant submit a budget that fully and accurately reflects savings that are anticipated in the year for which funds are requested.

The Committee also wishes to echo the House Committee in calling for numerous improvements in the Coast Guard's budget justification. In addition to the improvements cited in the House report, the Committee requests that the fiscal year 1993 budget justification utilize a uniform definition of base expenditures. The fiscal year 1992 justification request for VTS recurring replacement projects shows the total cost of the entire VTS program as its fiscal year 1991 base expenditures, rather than the estimated fiscal year 1991 expenditures for VTS equipment replacements. Conversely,

the fiscal year 1992 justification request for environmental protection and enforcement support shows fiscal year 1991 base expenditures of zero, implying that there is currently no effort whatsoever in the area of environmental enforcement. The Committee also requests that all personnel and funding figures in the justification identify the level of general detail billets and the funding level associated with those billets.

FISCAL YEAR 1991 DESERT SHIELD/DESERT STORM COSTS

The Committee is disturbed that the President has not sought funding to fully reimburse the Coast Guard for its incremental costs associated with Operations Desert Shield and Desert Storm. The administration's position assumes that the Coast Guard can absorb more than \$15,000,000 in unreimbursed expenditures out of its fiscal year 1991 operating base. The Committee is concerned that requiring the Coast Guard to fully absorb these costs may serve to temporarily divert resources from the Coast Guard's many domestic missions and could add to the Coast Guard fiscal year 1992 funding requirements.

COAST GUARD DEFENSE COSTS

The Committee believes the budget summit agreement reached last year between the Congress and the administration determined that all defense programs and activities should be funded only in budget function 050. The Committee has recognized and funded separately the defense-related expenses and programs of the Coast Guard since 1989. Consistent with the budget agreement, the Committee expects the budget of the U.S. Government for fiscal year 1993 to reflect the defense programs and activities of the Coast Guard in budget function 050.

OPERATING EXPENSES

Appropriations, 1991	¹ \$2,039,839,000
Budget estimate, 1992	2,539,600,000
House allowance	2,483,800,000
Committee recommendation	² 2,222,000,000

¹ Excludes \$295,000,000 by transfer from the Department of Defense.

² Excludes \$221,100,000 to be provided in Fiscal Year 1992 Department of Defense Appropriations Act. Excludes \$78,300,000 in missions permanently transferred to DOD.

The "Operating expenses" appropriation provides funds for the operation and maintenance of multipurpose vessels, aircraft, and shore units strategically located along the coasts and inland waterways of the United States and in selected areas overseas.

The program activities of this appropriation fall into the following categories:

Search and rescue.—One of its earliest and most traditional missions, the Coast Guard maintains a nationwide system of boats, aircraft, cutters, and rescue coordination centers on 24-hour alert.

Aids to navigation.—To help the mariner determine his location and avoid accident, the Coast Guard maintains a network of manned and unmanned aids to navigation along our coasts and on our inland waterways, and operates radio stations in the United

States and abroad to serve the needs of the armed services and marine and air commerce.

Marine safety.—The Coast Guard insures compliance with Federal statutes and regulations designed to improve safety in the merchant marine industry and operates a recreational boating safety program.

Marine environmental protection.—The primary objectives of this program are to minimize the dangers of marine pollution and to assure the safety of U.S. ports and waterways.

Enforcement of laws and treaties.—The Coast Guard is the principal maritime enforcement agency with regard to Federal laws on the navigable waters of the United States and the high seas, including fisheries, drug smuggling, illegal immigration, and hijacking of vessels. Drug law enforcement now consumes the largest amount of operating expenses resources.

Ice operations.—In the Arctic and Antarctic, Coast Guard ice-breakers escort supply ships, support research activities and Department of Defense operations, survey uncharted waters, and collect scientific data. The Coast Guard also assists commercial vessels through ice-covered waters.

Defense readiness.—During peacetime the Coast Guard maintains an effective state of military preparedness to operate as a service in the Navy in time of war or national emergency at the direction of the President. As such the Coast Guard has primary responsibility for the security of ports, waterways, and navigable waters up to 200 miles offshore.

Headquarters administration.—The headquarters administration activity provides executive direction and servicewide administrative support at the headquarters location of the Coast Guard.

COMMITTEE FUNDING RECOMMENDATION

The Committee recommendation for Coast Guard operating expenses is \$2,443,100,000 including \$35,000,000 from the "Boat safety" account and \$32,067,000 from the oilspill liability trust fund.

The Committee allowance assumes that \$221,100,000 shall be made available to the Coast Guard from the Department of Defense in 1992, in furtherance of the Coast Guard's national defense responsibilities, including law enforcement and drug interdiction.

Included in the allowance are the following adjustments to the budget:

Decommission seagoing buoy tenders.....	-\$1,626,000
Slip operations—FRAM.....	-1,503,000
Slip operations—MMA.....	-310,000
FRAM recrewng.....	-1,089,000
Sea-based aerostat surplus.....	-3,940,000
General detail—decommissioned units.....	-262,000
Termination of one-time costs.....	-240,000
Slippage in commissioning new equipment and facilities.....	-1,210,000
HH-65 aircraft engine maintenance.....	-5,900,000
GSA rental payments.....	-7,700,000
Land-based aerostats (transferred to DOD).....	-23,900,000
Sea-based aerostats (transferred to DOD).....	-21,200,000
Overseas loran-C (transferred to DOD).....	-20,000,000
E-2C aircraft (transferred to DOD).....	-13,200,000
Defense Readiness Program costs (financed by DOD).....	-221,100,000

Health care costs.....	+4,000,000
Marine inspection program	+1,425,000
HH-60J operations and maintenance follow-on	+155,000

DECOMMISSION SEAGOING BUOY TENDERS

A review of the decommissioning schedule of the Coast Guard's fleet of WLB sea-going buoy tenders indicates that Coast Guard cutter *Fir* will be decommissioned on or before the first day of fiscal year 1992. The President's budget assumes that the *Fir* would be decommissioned halfway through the fiscal year. Thus, the Committee has further reduced the budget request by \$1,256,000 to account for the full-year decommissioning of Coast Guard cutter *Fir*. This adjustment also reflects the general detail costs associated with the *Fir*.

The Committee notes that the Coast Guard also intends to decommission Coast Guard cutter *Salvia* during fiscal year 1992, and decommissioned Coast Guard cutter *Clover* roughly 1 year ago. The Committee has not taken a reduction for the personnel and operating costs for Coast Guard cutter *Salvia*, as the Coast Guard maintains that two 180-foot WLB buoy tenders were decommissioned in 1976 with the intent of establishing a steady-state budget funding 24 buoy tenders for the duration of the Service Life Extension Program [SLEP]. The Committee has, however, adjusted for the general detail funding associated with the *Salvia* (-\$185,000) and the Coast Guard cutter *Clover* (-\$185,000).

OFF-BUDGET SHIPS

The Coast Guard maintains that the Coast Guard cutter *Clover* was an off-budget ship, since a budget line item was included in a prior-year budget, taking the savings associated with decommissioning the *Clover*. While the Committee has not taken a reduction for the personnel and operating costs of the *Clover*, it wishes to make clear that it does not subscribe to the concept of off-budget ships. Whether or not funding for the operation of these ships was reduced in a prior year's budget justification, the fact remains that funding was found within the amounts provided by annual appropriations acts for the operation of these ships. The Committee does not view the operations of these ships as an off-budget activity. Rather, the operations of these ships suggests that the Coast Guard's budget does not accurately reflect actual expenditures in the field.

SLIP OPERATIONS—FRAM

The Committee has reduced the budget request by \$1,503,000 to account for operating costs for 378-foot high endurance cutters [WHEC] undergoing fleet renovation and modernization [FRAM]. Operational slips resulting from FRAM totaled \$8,674,000 in fiscal year 1991. Actual savings in fiscal year 1992 will be roughly \$3,000,000. The Committee expects to restore full-year funding for Coast Guard cutter *Jarvis*, Coast Guard cutter *Midget*, and Coast Guard cutter *Gallatin* in fiscal year 1993. A review of the FRAM delivery schedule opposite fiscal year 1991 budget documents indicates that, for its own budgeting purposes, the Coast Guard as-

sumed operational funding only for quarters in which the vessel was operating for the full quarter. The Committee's recommended adjustment utilizes this same formula and reduces the request by one-half the anticipated savings.

SLIP OPERATIONS—MMA

The Committee has reduced the budget request by \$310,000 due to operational savings resulting from the 210-foot WMEC MMA program. These savings totaled \$596,000 in fiscal year 1991 and will total roughly \$620,000 in fiscal year 1992. Contrary to the Coast Guard's testimony before the Committee, a review of the MMA delivery schedule reveals that the Coast Guard will experience operational savings for the cutter *Vigorous* which will be undergoing MMA for the entirety of fiscal year 1992. The Committee's adjustment reduces the request by one-half the total anticipated savings including the savings associated with the *Vigorous*.

FRAM RECREWING

The Committee has reduced the request for FRAM recrewing funding by \$1,089,000. This reduction is attributable to the cost of 29 billets plus 4 general detail billets associated with the crewing requirements of the Harpoon and close-in weapons systems [CIWS]. Each 378-foot WMEC requires five billets for the operation of Harpoon/CIWS. The Committee has fully funded all Harpoon/CIWS billets for those vessels whose installation has been funded through fiscal year 1991. These include five billets in the 1992 request for Coast Guard cutter *Morgenthau* whose weapons installation will be funded by the Navy.

Consistent with the Committee's action in the "Acquisition, construction, and improvements" account for Harpoon/CIWS installation costs, the Committee will fund the requisite billets for Harpoon/CIWS should the Navy continue to fund these installations through the appropriate Navy accounts. While the Coast Guard testified to the need to fund these billets 2 years in advance of systems installation, a review of the weapons installation schedule opposite the funding history of the weapons-related billets indicates that funding for these billets has been requested anywhere from 3 years before to 1 year after systems installation.

SEA-BASED AEROSTAT SURPLUS

A review of Coast Guard budget documents reveals that there will be \$7,984,000 recurring in the operating expenses base in fiscal year 1992, resulting from funding provided by Congress for the Sea-Based Aerostat Program in excess of actual program requirements. The Committee has adjusted the budget request by roughly one-half this amount, \$3,940,000.

GENERAL DETAIL—DECOMMISSIONED UNITS

The Committee has become aware of the Coast Guard's practice of including general detail costs in the personnel enhancements requested in the budget to support new or expanded operational units. However, absent any action on the part of the Committee,

this general detail funding would recur in the base once units are decommissioned. Thus, the Committee has adjusted the budget request by nine billets and \$238,100 to reflect the decommissioning of nine 82-foot patrol boats. An adjustment of \$23,600 is made to account for the decommissioning of one 95-foot patrol boat.

TERMINATION OF ONE-TIME COSTS

The Committee has adjusted the request by \$240,000 based on the Coast Guard's testimony on the appropriate savings associated with the termination of one-time fiscal year 1991 costs. This additional savings is attributable to \$93,000 in costs associated with coastal pollution, \$50,000 in costs associated with a recreational boating census on Lake Champlain, and \$97,000 associated with VTS personnel support.

SLIPPAGE IN COMMISSIONING NEW EQUIPMENT AND FACILITIES

The Committee concurs in the action of the House reducing the request by \$1,210,000 for slippage in the commissioning of new equipment and facilities. This reduction represents the operating costs for new facilities which were originally budgeted as operational units in fiscal year 1992, but will not be operational until 1993 or later. These units include:

- Station Quillayute recreation building.
- Group Key West tenant vessel building.
- Support center New York motor pool storage building.
- Support center New York solid waste transfer facility.
- Support center New York material staging warehouse.
- Coast Guard yard clinic addition.
- Coast Guard yard flammable storage building.

HH-65 AIRCRAFT ENGINE MAINTENANCE

The Committee concurs in the House action, adjusting the request by \$5,900,000 to account for the sale of HH-65 engine parts by the Coast Guard to the Textron Lycoming Co. A similar adjustment was made in the fiscal year 1991 appropriations act. The Committee notes that there is a possibility that Textron Lycoming may accept additional parts at a credit value of approximately \$2,400,000. Should the sale of these additional parts take place, the Committee would expect to see this reflected in the fiscal year 1993 budget request.

GSA RENTAL PAYMENTS

The Committee concurs in the action of the House adjusting the budget request by \$7,700,000 to reflect the consolidation of GSA rental payments. Actual GSA rent assessments to the Coast Guard are anticipated to be \$37,548,000 in fiscal year 1992. However, the final fiscal year 1992 budget request transmitted by the President only sought \$7,700,000 for Coast Guard rent assessments.

DRUG INTERDICTION

The Committee stands in strong support of an aggressive Federal role in reducing the supply of drugs illegally entering the United States. The Committee also concurs in the views of the Commans-

dant stated in testimony before the Committee that the Department of Defense's increased emphasis on drug interdiction offers the Coast Guard an opportunity to restore balance to its missions. The President's budget for the Department of Defense anticipates 6.9 percent growth in DOD drug interdiction activities and a total fiscal year 1992 DOD drug interdiction budget of \$1,159,000,000, an increase of \$75,000,000 over the fiscal year 1991 level.

Testimony before the Committee indicates that between fiscal year 1989 and the current fiscal year, flight hours by Navy aircraft on drug interdiction missions grew by 257 percent. Navy ship-days committed to drug interdiction increased 125 percent. Flight hours by Navy aircraft in the Atlantic area, including the Caribbean and Gulf of Mexico increased more than 300 percent during this time-frame. These figures do not reflect the growth of drug interdiction flight hours by either the Army or the Air Force. The Committee's action in transferring operation of the Coast Guard's E-2C aircraft and land- and sea-based aerostats is consistent with the new emphasis on drug interdiction demonstrated by DOD.

The Committee has not adjusted the budget request to account for the general detail funding associated with these transferred drug interdiction operations, and the general detail associated with overseas loran operations (a total of roughly \$1,500,000).

LAND- AND SEA-BASED AEROSTAT OPERATIONS

The Coast Guard currently operates a series of land-based aerostat [LBA] surveillance balloons in the Bahamas, and is preparing to operate LBA balloons in Alabama, Texas, Louisiana, and Florida. These assets are part of the unbroken electronic fence planned for the southern U.S. border. The Coast Guard also operates five sea-based aerostats in the Gulf of Mexico and the Caribbean Sea. The Office of National Drug Control Policy has endorsed unifying all aerostat operations in the administration under DOD. Consistent with that policy, the fiscal year 1991 Treasury, Postal Service, and General Government Appropriation Act (Public Law 101-509) transferred Customs Service aerostats to the Defense Department, which already operates a series of aerostats through the U.S. Air Force. The Committee bill assumes the transfer of the cost and operational responsibility of all Coast Guard aerostats to the Department of Defense. The House bill assumes transfer of only the Coast Guard's land-based aerostats.

E-2C AIRCRAFT OPERATIONS

The Coast Guard deploys four E-2C aircraft off the Gulf of Mexico and Caribbean Sea as part of its drug interdiction mission. These aircraft are provided by the Navy with the Coast Guard incurring all personnel, operating, and maintenance costs. These aircraft were being flown at Navy expense prior to the Coast Guard assuming these operational expenses. Consistent with its recommendation to transfer other drug interdiction assets to the Department of Defense, the Committee bill assumes the transfer of the cost and operational responsibility of the Coast Guard's E-2C aircraft back to the Navy.

DEFENSE READINESS PROGRAM COSTS

Pursuant to 14 U.S.C. 2 and 14 U.S.C. 145, the Coast Guard is charged with operating units with the combat capability necessary to function effectively as an armed, naval force. A 1982 memorandum of understanding with the Navy integrated the Coast Guard in the Navy's mine countermeasures [MCM] mission. A 1986 memorandum of understanding with the Chief of Naval Operations, identified the Coast Guard as the lead armed service tasked with maintaining the Nation's maritime defense zones [MDZ]. These two actions served to expand upon already-extensive defense readiness activities within the Coast Guard.

Such activities include the participation in Joint Chiefs of Staffs, CINCPAC, and CINCLANT fleet exercises; supervision and load out of explosives and other DOD cargo; training activities under Navy command in weaponry; secure communications, and battle tactics; performing DOD logistical flights; planning for the deployment of Coast Guard units in low intensity conflicts [LIC]; training of individuals in combat systems ratings; and inspecting the Ready Reserve Fleet.

The Coast Guard also conducts extensive port security operations which include developing and exercising anti- and counterterrorism contingency plans, coordinating multiagency anti- and counterterrorism intelligence and port vulnerability assessments; ensuring the readiness of U.S. ports to expeditiously deploy DOD resources during mobilization or national defense contingency; and preventing the unauthorized intrusion of vessels, persons or materials within U.S. port areas through the use of land and waterside detection technologies.

Fiscal year 1992 defense readiness and port security expenditures are estimated by the Coast Guard to be \$221,100,000. Consistent with the Committee's policy of financing the Coast Guard's defense readiness costs through the Department of Defense, \$221,100,000 will be provided for Coast Guard operating expenses in the Fiscal Year 1992 Department of Defense Appropriations Act.

OVERSEAS LORAN-C OPERATIONS

The purpose of the Coast Guard's Radionavigation Aids [RA] Program is to establish, maintain, and operate electronic aids to navigation systems required to serve the needs of the armed forces of the United States peculiar to warfare. The program is also charged with serving the needs of U.S. maritime commerce and the needs of U.S. air commerce as requested by the FAA. Consistent with these missions, the Radionavigation Aids Program runs extensive loran-C operations in the United States for domestic civilian users. The Federal radionavigation plan as jointly published by the Secretaries of Defense and Transportation notes that:

In addition to the stations located in the United States, there are five loran-C chains in operation overseas to serve U.S. Department of Defense requirements for radionavigation service. These chains are located in Japan, the central Pacific, northern Atlantic, and the Mediterranean.

One-third of total loran program costs will be utilized in fiscal year 1992 to operate overseas loran stations in support of DOD requirements. The Committee bill assumes the transfer of the cost and operational responsibility of the overseas loran-C chains to the Department of Defense.

HEALTH CARE COSTS

The Committee has provided an additional \$4,000,000 over and above the President's request to reflect anticipated health care costs for Coast Guard personnel and their families in fiscal year 1992. The Committee provided an additional \$1,800,000 in fiscal year 1991 above the administration's request to account for escalating health care costs. Even so, such costs are expected to grow by \$8,000,000 in fiscal year 1992 while the budget request only seeks an additional \$4,000,000. The Committee is hopeful that future year budget requests will accurately capture anticipated health care costs.

HH-60J OPERATIONS AND MAINTENANCE FOLLOW-ON

The Committee has provided an additional \$155,000 for the operations and maintenance costs associated with the new fleet of HH-60J helicopters. Testimony before the Committee indicates that the amounts budgeted for HH-60J operation and maintenance follow-on are inadequate for actual program requirements in fiscal year 1992.

DEFICIENCIES IN MARINE INSPECTION PROGRAM

The objective of the Coast Guard's marine inspection program is to minimize deaths, injuries, property loss, and environmental damage associated with vessels and offshore facilities. The Coast Guard maintains a core of roughly 320 marine inspectors who are charged with inspecting vessels and shore facilities for compliance with the relevant international treaties and U.S. regulations. In October 1989 the tanker safety study group, headed by Rear Adm. H.H. Bell, issued a report that was highly critical of the Coast Guard's marine inspection program. Cited deficiencies included:

- Inadequate manning standards for the safe navigation of vessels;
- Inadequate training for marine inspectors;
- Inadequate data collection efforts to support the inspection program;
- Inadequate statutory and regulatory requirements to prevent pollution from both vessels and shore facilities; and
- Exceedingly low morale on the part of marine inspectors resulting from severe under staffing.

Indeed, the report argued that the Coast Guard was going to excessive lengths to accommodate the interests of industry at the expense of adequate vessel inspections and safety. The report concluded:

The current syndrome that everything possible must be done to facilitate the owners' and operators' desires has to be overcome at all levels. The onus for inspection must be

placed back where it belongs—on the owners and operators.

In response to the Committee's questions on actions resulting from the findings of the tanker safety study group, the Coast Guard noted that many of the study group's recommendations were addressed specifically in the Oil Pollution Act of 1990 or in the International Convention on the Standards of Training, Certification, and Watchkeeping [STCW] recently ratified by the Senate.

One finding of the tanker safety study group that has yet to be fully addressed is the inadequate number of marine inspectors. According to the tanker safety study group, "A major problem at field units is having neither a sufficient number of billets nor a sufficient number of qualified inspectors assigned to handle current workloads."

As a result of this staffing problem, the report continued, "When field personnel were asked if the Coast Guard was holding up sailings or shortcutting on inspections due to the lack of manpower, the answer was that the Coast Guard was probably shortcutting, deferring discretionary inspections, and doing a barely adequate job on inspections instead of the more thorough job that had been done in the past."

The Committee is seriously concerned with the lack of manpower in the vessel inspection program and has provided \$1,425,000 for an additional 32 positions in the marine inspection program—roughly a 10-percent increase in the current number of marine inspectors. Of the 32 additional positions, 5 will be general detail positions. The Committee expects this to be the first increment in a multiyear buildup of the marine inspection force.

WATERFRONT FACILITY INSPECTION PROGRAM

The Committee is disturbed by the findings of the General Accounting Office indicating that the Coast Guard is not carrying out all of its assigned duties as part of its waterfront facility inspection program. Data collected by the GAO between January 1987 and June 1990 reveal a frightening level of noncompliance with Coast Guard regulations on the part of waterfront facility operators as well as inadequate efforts on the part of the Coast Guard in enforcing the relevant regulations. In the New York port area, the GAO determined that deficiencies were found at 72 percent of those facilities inspected during that period. Only 4.8 percent of those deficiencies were corrected immediately, and the Coast Guard could only verify that 7 percent of those deficiencies were corrected through a followup inspection. In the Philadelphia port area, deficiencies were found at 60 percent of the Coast Guard's inspections. Only 0.3 percent of those deficiencies were corrected immediately, and the Coast Guard could only verify that 5 percent of those deficiencies were eventually corrected through a followup inspection. The Committee is concerned that the problems with the waterfront facility inspection program may not simply be one of resources, but perhaps one of emphasis on the part of the Coast Guard.

The GAO report also cited the finding that neither the Coast Guard nor the Environmental Protection Agency believes they are responsible for inspecting the pipelines between the first valve

nearest the shoreline and the tank storage area. According to the GAO, this segment of pipeline poses a significant pollution risk, because most of the uninspected pipes are more than 10 years old, are close to water, and are used to transfer oil under pressure. In response to the GAO's findings, the Committee directs the Secretary to submit a report to the House and Senate Appropriations Committees not later than February 1, 1992, detailing the steps taken to strengthen the Coast Guard's waterfront facility inspection program.

COASTAL POLLUTION ENFORCEMENT

The Committee is concerned that the Commandant has not provided sufficient guidance to the field regarding the purpose of personnel enhancements provided by the Committee for coastal pollution enforcement. As part of the fiscal year 1991 appropriations act, the Committee provided additional billets over and above the President's request specifically for the purpose of enhancing staffing for the Coast Guard's pollution prevention investigation efforts under the MARPOL treaties, the Shore Protection Act, and the Ocean Dumping Ban Act.

Since the Committee's hearing with the Coast Guard in May 1991, the Committee has sought copies of directives to the field outlining the importance of this mission and the purposes for the additional billets provided over and above the President's request. To date, such guidance appears to be limited to notices to individual marine safety offices that billets with the title of "MARPOL Investigator" or "Coastal Pollution Enforcement" have been allocated and eventually will be filled. An article published in the "Proceedings of the Marine Safety Council" on the history and content of the MARPOL annexes included no guidance from any senior officer as to the importance of this mission or mention that additional billets have been distributed to the field specifically for the purpose of enforcement of these several coastal pollution acts.

The Committee recognizes that marine safety offices are, by definition, multimission units and that the new requirements of the Oil Pollution Act place numerous labor-intensive responsibilities on the MSO's. Indeed, the Committee provided 309 new positions in the fiscal year 1991 appropriations act to address these new requirements and has provided an additional 105 positions in this appropriations act. The Committee, however, still expects the billets provided in its fiscal year 1991 coastal pollution initiative to be used for the purposes cited in the Committee report accompanying the 1991 appropriations act. The Committee will continue to monitor the Coast Guard's staffing and enforcement efforts in this area to ascertain compliance with this directive.

PORT WASTE FACILITIES

The Secretary General of the International Maritime Organization [IMO] has stated that inadequate port waste facilities threaten to undermine international efforts at controlling the dumping of wastes at sea. In testimony before the Committee, the Coast Guard argued that a 1990 nationwide survey indicated that there are adequate reception facilities at all major U.S. ports for wastes subject

to MARPOL treaty annexes I and V. The Coast Guard went on to point out, however, that the high cost of utilizing these facilities may be serving as a disincentive to their use.

The Committee continues to be concerned about the adequacy of waste facilities in international ports. The Committee, therefore, requests that the Commandant submit a study not later than February 1, 1992, on the adequacy of waste reception facilities worldwide. In addition to discussing the adequacy of waste reception facilities in the United States and overseas, the report will discuss whether the frequency with which such facilities are used indicates a pattern of noncompliance with the relevant MARPOL treaty annexes.

MARINE ENVIRONMENTAL PROTECTION PERSONNEL

As part of the fiscal year 1991 appropriations act, the Committee provided three-quarter year funding for the 309 new billets associated with the requirements of the Oil Pollution Act. This was done to emphasize the importance the Committee placed upon this initiative and to enable the Coast Guard to fill these new billets as quickly as possible. A review of Coast Guard budget documents, however, indicates that a considerable amount of the funding provided for these new personnel was utilized for other purposes due to the Coast Guard's inability to fill the new billets as quickly as they were funded.

The Committee does not question the Commandant's sincerity in trying to fill these billets as quickly as possible. However, based on the rate at which these billets have been filled in 1991, the Committee must question whether three-quarter year funding is warranted for the follow-on billets requested for fiscal year 1992 for marine environmental protection initiatives. In response to Committee inquiries on this issue, the Coast Guard has vigorously defended its ability to fill these billets and utilize all requested funding for MEP personnel so the Committee has fully funded the request. The Committee notes that Coast Guard intends to distribute monthly reports on its progress in implementing the Oil Pollution Act and hopes that relevant data on the filling of funded billets will be provided, either as part of those reports or separately to the House and Senate Appropriations Committees.

FISHERIES ENFORCEMENT—13TH AND 14TH DISTRICTS

The Committee is concerned that, despite an overall increase in fisheries enforcement boardings in calendar year 1991 as compared to calendar year 1990, such boardings may be decreasing substantially in the 13th Coast Guard District. Data provided on the number of fisheries boardings in the Coast Guard's several districts indicate an increasing number of boardings nationwide. However, the number of boardings in the 13th District through May 31, if annualized over the entire calendar year, indicate a decrease in the number of boardings of roughly 35 percent. This finding confuses the Committee, since funding specifically earmarked for enhanced fisheries enforcement in the fiscal year 1991 appropriations act was used to transfer two high endurance cutters to the west coast and continue the commissioned status of Coast Guard cutter *Citrus* in

Coos Bay, OR. The Committee would appreciate an informal communication from the Commandant regarding fisheries boardings in the 13th District.

The Committee notes that the Secretary of Commerce has approved regulations proposed by the Western Pacific Regional Fishery Management Council [WESPAC] limiting the activities of the longline fisheries in the EEZ of the Hawaiian Islands. These regulations limit the number of longliners allowed to fish within the EEZ and close certain areas to longliners altogether. The Committee is concerned that these regulations will be adequately enforced by the Coast Guard in cooperation with other Federal agencies. WESPAC has recommended that these regulations might be more rigorously enforced should the appropriate authorities utilize light aircraft to patrol the Hawaiian and Pacific Islands EEZ. Such an arrangement might provide for more frequent and thorough patrols at a fraction of the cost of utilizing Coast Guard C-130 aircraft. The Committee requests that the Commandant report to the Committee not later than April 15, 1992, on steps he has taken to ensure adequate enforcement of these regulations. The report should also discuss how responsibilities will be divided between the relevant Federal agencies and discuss the merits and feasibility of utilizing light aircraft for the enforcement of these regulations.

HENN BOARD OF INQUIRY

On June 7, 1990, the tankship BT *Nautilus* ran aground off the International Marine Tank and Terminal [IMTT] near Bayonne, NJ, discharging 260,000 gallons of oil into the Kill Van Kull. This was one of many oilspill incidents that plagued the Port of New York/New Jersey area over the last 2 years. In response to these incidents, the Commandant convened a board of inquiry headed by Rear Adm. A.E. Henn which made a series of 14 recommendations intended to minimize the future occurrence of such incidents in the port. The Commandant concurred in part or in whole with each of the board of inquiry's recommendations.

The Commandant testified on his progress in responding to some of these recommendations as part of the fiscal year 1991 budget hearings. The Committee requests that the Commandant provide an updated report by February 1, 1992, detailing his further progress on each of the recommendations issued by the Henn Board of Inquiry. This report should detail specific actions taken in response to each recommendation and a timetable for further action where indicated.

APPROACHES TO COMMERCIAL BERTHS

As part of his testimony at the fiscal year 1991 budget hearings, the Commandant testified on the complexity of the issue of responsibility for the maintenance of approaches to commercial berths. The Henn Board of Inquiry pointed out that the BT *Nautilus* spill resulted from a collision with a well-charted rock in the Kill Van Kull. The report further pointed out that there are numerous rocks and shoals outside the channel boundaries in the Port of New York/New Jersey. Given the intensity of vessel traffic, including tanker and barge traffic, in the Port of New York/New Jersey

area, the Committee feels that the ambiguity surrounding the issue of responsibility for the maintenance of approaches to commercial berths should not be allowed to languish. The Commandant is requested to submit a report on this issue to the House and Senate Appropriations Committees by February 1, 1992. The report should cite the conclusions reached by the Office of Marine Safety, Security, and Environmental Protection and the Office of Navigation Safety and Waterways Services in their joint review of this issue. The report should also discuss the severity of the problem and propose statutory changes if necessary to resolve this issue so as to ensure the safe transport of petroleum products in the Port of New York/New Jersey and other ports across the country.

SUPPLY CENTER CURTIS BAY

The Committee has provided the full amount requested for the consolidation of supply centers at Curtis Bay. The Committee urges the Coast Guard to move forward expeditiously with the relocation and further urges the Coast Guard to consolidate the functions of the two supply centers under a single command at the earliest possible opportunity.

FISCAL YEAR 1992 PAY RAISE

As in previous years, the Committee has provided the full amount requested in the President's budget for the pay raise for military and civilian personnel. The Committee wishes to commend the Commandant for requesting adequate funds to fully cover the anticipated 4.2 percent pay raise in fiscal year 1992. In previous years, the Coast Guard has been required to absorb costs associated with the difference between the pay raise requested in the President's budget and a higher pay raise enacted into law.

VESSEL TRAFFIC SERVICE REPLACEMENT PROJECTS

The Committee has provided \$2,250,000 as requested for recurring replacement projects at the Coast Guard's vessel traffic service [VTS] systems. The House provided the identical level of funding as a one-time appropriation in the "Acquisition, construction, and improvements" account. The Committee recognizes that there may well be justification to provide this funding on a recurring basis. The Committee is concerned, however, that the Coast Guard has not distinctly defined those projects to be funded under this appropriation versus those projects to be funded with AC&I funds. The Committee requests, therefore, that the Commandant submit a report not later than February 1, 1992, detailing what replacement projects are anticipated to be funded over the next several years with this recurring funding, the estimated costs of these projects, and the criteria which will determine which projects will be funded through recurring operating expenses funding versus acquisition, construction, and improvement funding.

FISCAL YEAR 1992 PLANNING FACTORS AND OPSTAGE BUDGET

The Committee expects to be supplied with a copy of the fiscal year 1992 final operating stage financial plan, including the fiscal

year 1992 final operating stage budget, and the fiscal year 1992 final Opstage brief. The Opstage budget is disseminated throughout the Coast Guard to articulate to the field how appropriated operating expense funds will be expended for the fiscal year. The Committee recognizes that the Opstage budget is a planning document and is subject to change.

It is wholly consistent with the Committee's budgetary oversight role to have access to documents that articulate how the Commandant intends to balance expenditures and set fiscal priorities with funds provided by the Committee. Such review is made all the more necessary given the accounting system deficiencies discussed in the Commandant's testimony. The Committee expects to be supplied a copy of the Opstage documents in the identical form as they are disseminated to Coast Guard districts once they are published.

Similarly, the Committee expects to be supplied with a copy of the fiscal year 1992 congressional stage planning factors. Congressional stage planning factors are budget documents distributed to the field which specify the Commandant's expectations for allocating funds and personnel resources if the President's budget is fully funded by the Committee. They too, are planning documents and are subject to change. The Committee expects to be supplied a copy of the fiscal year 1992 congressional stage planning factors in the identical form as they were disseminated to Coast Guard districts. The fiscal year 1992 planning factors will be provided prior to Conference Committee deliberations on the fiscal year 1992 transportation appropriations bill.

COLUMBIA RIVER AIDS TO NAVIGATION

The Committee is aware of efforts to preserve threatened and endangered salmon species in the Columbia River. These efforts include the lowering of water levels behind certain hydroelectric dams in the impacted area. The Committee, therefore, directs the Coast Guard to make certain that all aids to navigation are maintained and situated to accommodate this change in the water level of the Columbia River.

OIL AND CHEMICAL SPILL PREPAREDNESS—COLUMBIA RIVER

The Committee requests that the Commandant conduct a study of oil and hazardous waste cleanup capabilities on the Columbia River. This study should review the cleanup capabilities, containment capacity, and response time of both private and public entities. The report should address all issues related to the thorough and expeditious cleanup of a chemical or oilspill in the Columbia River area. Adequate funding should be provided to assess all aspects of this situation so that a complete and accurate appraisal of the current and future needs in this area can be made. The Commandant is requested to submit the results of this study to the House and Senate Appropriations Committees not later than May 1, 1992.

HOUSE ADJUSTMENTS

The Committee does not concur in the adjustments of the House deleting \$14,400,000 for Defense Logistic Agency stock price increases; deleting \$600,000 for the staffing and operational costs of a GPS information center; and deleting \$490,000 for administrative assistance to chaplains and family program administrators. The Committee is supportive of the Commandant's initiatives to enhance services to Coast Guard personnel so as to increase recruitment and retention within the Coast Guard. The funding requested for family program training and administrative assistants is part of this initiative.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

Appropriations, 1991	¹ \$406,331,000
Budget estimate, 1992	422,978,000
House allowance	365,031,000
Committee recommendation	² 407,470,000

¹ Excludes \$5,000,000 by transfer from the Department of Defense.

² Excludes \$2,450,000 from prior year appropriations.

This appropriation provides for the major acquisition, construction, and improvement of vessels, aircraft, shore units, and aids to navigation operated and maintained by the Coast Guard. Currently, the Coast Guard has in operation approximately 250 cutters, ranging in size from 65-foot tugs to 399-foot polar icebreakers, more than 2,000 boats, and an inventory of more than 210 helicopters and fixed-wing aircraft. The Coast Guard also operates approximately 600 stations, support and supply centers, communications facilities, and other shore units. The Coast Guard provides over 48,000 navigational aids—buoys, fixed aids, lighthouses, and radio navigational stations.

COMMITTEE RECOMMENDATION

For acquisition, construction, and improvements, the bill includes \$407,470,000 which is \$42,439,000 more than the House allowance, \$15,508,000 less than the budget request, and \$1,139,000 more than the fiscal 1991 enacted level. The Committee has also reprogrammed \$2,450,000 from prior year appropriations for fiscal year 1992 acquisition activities.

The allowance includes the following adjustments:

WLB replacement	-\$1,200,000
44-foot MLB replacement	-250,000
Shipboard command and control system [TACDIS]	-1,800,000
378-foot WHEC weapons installation, phase II	-9,600,000
Renovate Coast Guard cutter <i>Mackinaw</i>	+1,000,000
MRR-OPBAT replacement program	-1,000,000
LRCCA repair/upgrade	-2,000,000
Night vision goggles, phase II	-2,200,000
Vessel identification/documentation system	-2,600,000
SAIL	-1,800,000
Defense logistics modernization	-1,700,000
National strike force equipment	+6,325,000
Buoy replenishment	-2,000,000
Minor AC&I proram	-1,850,000
Relocate ICC	-1,900,000
Public family quarters	-1,250,000
Personnel and related costs	-1,858,000

Applied training facility, Cape May, NJ	+ 5,000,000
Air facility hangar, Newport, OR	+ 2,500,000
Yard portal crane, Baltimore, MD	+ 1,850,000
Erosion control, Montauk Point Light, NY	+ 625,000
Underwater surveys, multiple light houses, Maryland	+ 200,000

Subtotal adjustments, new budget authority	- 15,508,000
Reprogrammings	+ 2,450,000

Total adjustments, fiscal year 1992 resources

- 13,058,000

The following table summarizes the Committee's programmatic recommendations:

	Budget	House program level allowance	Committee recommendations
Vessels	\$164,100,000	\$132,700,000	\$152,250,000
Aircraft	64,100,000	86,950,000	58,900,000
Other equipment	48,800,000	50,331,000	47,025,000
Shore facilities, aids to navigation	105,050,000	62,550,000	110,225,000
Personnel and related support	40,928,000	32,500,000	39,070,000
Total, (new budget authority)	422,978,000	365,031,000	407,470,000

VESSELS

The Committee recommends an appropriation of \$152,250,000 for vessel acquisition and improvement. The projected allocation of these funds is shown in the table below:

VESSELS

	Budget estimate	House allowance	Committee recommendation
Acquire vessels and equipment:			
Seagoing buoy tender [WLB] replacement	\$68,800,000	\$65,000,000	\$67,600,000
44-foot motor lifeboat replacement	1,500,000	1,500,000	1,250,000
Polar icebreaker replacement follow-on	12,200,000		12,200,000
32-foot ports and waterways boats replacement	2,600,000	2,600,000	2,600,000
Patrol boat replacements	1,000,000	1,000,000	1,000,000
Shipboard command and control system	1,800,000		
Coastal buoy tender [WLM] replacement	3,000,000	3,000,000	3,000,000
Buoy boat replacement	3,900,000	3,900,000	3,900,000
Configuration management	5,700,000	5,700,000	5,700,000
Survey and design—vessels	1,100,000	1,100,000	1,100,000
Repair, renovate, or improve existing vessels and small boats:			
378-foot high endurance cutter fleet renovation and modernization [FRAM]	12,400,000	12,400,000	12,400,000
210-foot medium endurance cutter major maintenance availability [MMA]	38,500,000	38,500,000	38,500,000
Polar class reliability improvement project [RIP]	2,000,000	2,000,000	2,000,000
378-foot high endurance cutter weapons system installation—phase II	9,600,000		
0 Renovation of 100-foot cutter <i>Mackinaw</i>			
Prior year project slippage		- 4,000,000	
Total, vessels	164,100,000	132,700,000	152,250,000

Seagoing buoy tender [WLB] replacement program.—The Committee has provided \$67,600,000 in new budget authority for the WLB replacement program. The Committee further proposes to repro-

gram to this project \$1,200,000 in fiscal year 1986 no year funds originally appropriated for patrol boat replacements as part of the "Coastal defense augmentation" account.

The Committee notes that the Fiscal Year 1992 Coast Guard Authorization Act as passed by the House and reported by the Senate Commerce Committee includes language requiring that oil skimming equipment planned for the WLB must be subject to a separate competition based on specification and cost and must be manufactured in the United States. On its face, this language would appear to endanger the likelihood of a lead ship award in fiscal year 1992. The Coast Guard, however, has developed a strategy to procure oil skimming equipment either through a near-term competition executed by each the three shipyards currently executing design contracts for the WLB or through a separate competition conducted by the Coast Guard at a later time. Lead ship award continues to be scheduled for August 1992. The Committee expects to be kept appraised of the Coast Guard's actions in complying with this new statutory requirement. The Committee also concurs in the directive of the House Committee requiring a report to be submitted to the House and Senate Appropriations Committees prior to the obligation of lead ship construction funds.

Motor lifeboat [MLB] replacement project.—The Committee has reduced the request for the motor lifeboat replacement project by \$250,000 based on information indicating that \$250,000 in unobligated balances would be available at the end of fiscal year 1992 should the budget request be fully funded.

210-foot MMA.—The Committee has provided \$38,500,000 to continue the 210-foot medium endurance cutter [WMEC] major maintenance availability [MMA] program on cutters B-4 and B-5. To carry out this program, the Committee directs the Coast Guard to allocate 50 additional FTE's, as needed during fiscal year 1992, within available funds, to the U.S. Coast Guard Yard in Curtis Bay, MD.

378-foot WHEC weapons installation, phase II.—In fiscal year 1991, the Coast Guard sought \$3,200,000 for the installation costs for Harpoon missiles and the close-in weapon system [CIWS] for 378-foot Hamilton Class cutters [WHEC-378's]. The Fiscal Year 1991 Transportation Appropriations Act denied this request and reprogrammed unobligated balances provided in prior years to this program to cover cost overruns in the WHEC fleet renovation and modernization program [FRAM]. Following the Committee's action, adequate funding was found within amounts appropriated to the Navy to install Harpoon and CIWS on two WHEC-378's. The use of Navy funds for this purpose did not necessitate funding adjustments by the Committee to the relevant Navy accounts.

The Committee has not provided the \$9,600,000 contained in the President's request for the installation of these systems on three WHEC-378's, and has only provided adequate funding for the billets to man those systems that have been funded to date. Should the Navy again decide to utilize its own funds for the installation of these systems on WHEC-378's, the Committee will provide adequate funding for the billets to man these weapons.

Tactical data information systems.—The Committee concurs with the recommendation of the House, and has provided no funding for the tactical data information system [TACDIS].

Renovation of Coast Guard cutter Mackinaw.—The Committee has provided \$1,000,000 for engineering and design work for the renovation of the cutter *Mackinaw*. The Committee believes that the renovation of certain structural components and systems aboard the *Mackinaw* is essential if the Coast Guard is to maintain its current icebreaking capabilities in the Great Lakes.

AIRCRAFT

The Committee recommends an appropriation of \$58,900,000 which is to be distributed as follows:

AIRCRAFT

	Budget estimate	House allowance	Committee recommendation
Talon system for shipboard helicopter tiedown—Phase III	\$4,100,000	\$4,100,000	\$4,100,000
Medium-range recovery helicopter replacement program	9,900,000	24,900,000	9,900,000
Medium-range recovery—OPBAT—helicopter replacement program	34,000,000	34,000,000	33,000,000
HH-65A initial provisioning	4,800,000	.....	4,800,000
Aircraft cockpit voice recorders [CVR's]/flight data recorders [FDR's]— Phase II	3,000,000	3,000,000	3,000,000
Aircraft packup kits	2,100,000	.....	2,100,000
Long-range command and control aircraft repair/upgrade	2,000,000	.....	.....
Night visions goggles—Phase III	2,200,000	.....	.....
Global positioning system installation—Phase III	2,000,000	2,000,000	2,000,000
VC-11 replacement .....	.....	20,000,000	.....
RG-8 improvements .....	.....	450,000	.....
Prior year project slippage .....	.....	—1,500,000	.....
Total, aircraft	64,100,000	86,950,000	58,900,000

Medium-range recovery [MRR] helicopter replacement.—The Committee does not concur in the action of the House providing \$15,000,000 for the purchase of an additional HH-60J (Jayhawk) helicopter. The Committee has fully funded the fiscal year 1992 request consistent with the Coast Guard's schedule for MRR replacements. The Committee notes that funds have already been appropriated for an HH-60J to be located at an air station in Clearwater, FL.

MRR-OPBAT-helicopter replacement program.—The Committee has reduced the request for the OPBAT helicopter replacement program by \$1,000,000. As a result of recent negotiations by the Navy for the joint purchase of these aircraft, \$33,000,000 should be adequate to finance the two aircraft sought in the budget request.

Long-range command and control aircraft [LRCCA].—The Committee does not concur in the action of the House providing \$20,000,000 for the replacement of the Coast Guard's long-range command and control aircraft. The Committee is aware of the deficiencies of the current LRCCA and recognizes that some course of action must be taken to address these deficiencies. However, the Committee is not convinced that a competitive replacement program for a new aircraft is warranted. The Committee intends to give consideration to other replacement options, including the ret-

rofitting of an appropriate used aircraft or the leasing of an aircraft for the purposes of long-range command and control.

Other House adjustments.—The Committee concurs in the House adjustments reducing funding for night vision goggles, phase III. Unobligated balances in the later program indicate that fiscal year 1992 funds will not be needed. The Committee does not concur in the House action providing \$450,000 for RG-8 improvements or the reduction of \$1,500,000 for prior year slippage from unidentified projects.

OTHER EQUIPMENT

The Committee recommends \$47,025,000. The following table displays the project allocation:

OTHER EQUIPMENT

	Budget estimate	House allowance	Committee recommendation
Marine safety network (previously MSIS II).....	\$3,500,000	\$3,500,000	\$3,500,000
Vessel identification/documentation system.....	2,600,000	2,600,000	.....
Law enforcement information system improvements.....	2,300,000	2,300,000	2,300,000
Personnel management information system/joint uniform military pay system (PMIS/JUMPS) II.....	2,700,000	2,700,000	2,700,000
Vessel traffic service—New York—Phase III.....	4,300,000	4,300,000	4,300,000
Vessel traffic service—Puget Sound microware and communications replacement.....	2,000,000	2,000,000	2,000,000
Supply center computer system replacement.....	3,500,000	3,500,000	3,500,000
System to automate and integrate logistics.....	1,800,000	4,800,000	.....
Defense logistics modernization.....	1,700,000	1,700,000	.....
Vessel traffic service—San Francisco surveillance expansion and automated display/center upgrade—Phase I.....	2,900,000	2,900,000	2,900,000
Vessel traffic service—Houston/Galveston—Eagle Point radar.....	1,300,000	1,300,000	1,300,000
Differential global positioning system.....	1,600,000	3,200,000	1,600,000
Communication stations automation.....	3,200,000	3,200,000	3,200,000
VHF—FM high level site upgrade.....	3,000,000	3,000,000	3,000,000
Global maritime distress and safety system.....	1,000,000	1,000,000	1,000,000
Transportable communications centers.....	1,000,000	1,000,000	1,000,000
Operations computer center replacement computers.....	2,000,000	2,000,000	2,000,000
Rewrite of software for automated mutual assistance vessel rescue system.....	1,300,000	1,300,000	1,300,000
Commercial satellite communications on Coast Guard cutters.....	1,500,000	1,500,000	1,500,000
National strike force equipment.....	1,600,000	1,600,000	7,925,000
Buoy replenishment.....	4,000,000	4,000,000	2,000,000
VTS improvements.....	.....	2,250,000	.....
Prior year project slippage.....	.....	—5,319,000	.....
Total, other equipment.....	48,800,000	50,331,000	47,025,000

Marine safety network.—The Committee has provided \$3,500,000 for the marine safety network, the same as the administration's request. The Committee views this procurement as a critically important acquisition project. The marine safety network will integrate into a single information system, the merchant mariner licensing and documentation system [MMLD], the ports and waterways management information system [PAWMIS], the vessel inspection and certification system [VICS], the "M" resource management system [MRMS], and the marine management information system [MMIS]. Recent reports on the Coast Guard's port safety and marine envi-

ronmental protection programs including GAO reports and the report of the tanker safety study group highlight the significant deficiencies with the current MSIS system. Indeed, these reports indicate that these deficiencies have disadvantaged the Coast Guard in efficiently managing the port safety program or stringently enforcing port safety regulations.

The Committee believes that the new marine safety network should serve not only as an information system but as a primary management tool to allow program managers to identify and correct deficiencies in the inspection and enforcement efforts at individual marine safety offices [MSO's]. It is widely known that the Coast Guard's ability to execute all programmed boardings and inspections varies from MSO to MSO. So too does the rigor with which individual MSO's enforce the relevant vessel safety regulations. The marine safety network should provide program managers with an ability to control personnel resources and workload so as to better ensure the execution of programmed boardings and inspections. It should also provide program managers with the ability to identify areas of lax enforcement within the marine safety program. A captain of the port [COTP] order disallowing a vessel to sail because of numerous and significant deficiencies, once logged into the MSN, should immediately cause program managers to pursue why that vessel was allowed to sail by another MSO 2 weeks earlier.

The Committee has sought the assistance of the General Accounting Office in reviewing this critical procurement and ensuring that the marine safety network will be used as both a information and management tool.

National strike force equipment.—The Committee has provided \$6,325,000 over and above the administration's request for national strike force equipment. This funding will be used to replace and enhance the equipment currently utilized by the three Coast Guard oilspill strike teams that now constitute the national strike force. Much of the current strike force equipment is reaching the end of its service life and is inadequate for the heightened response capability anticipated by the Oil Pollution Act of 1990. Equipment to be replaced and/or enhanced will include open ocean and harbor containment boom, vessel of opportunity skimming systems, pumping systems, support equipment, and equipment trailers.

Buoy replenishment.—The Committee has provided \$2,000,000 for buoy replenishment, \$2,000,000 less than the administration's request. The Committee proposes that this procurement be done on multiyear phased basis. The Committee is mystified as to why this request appears in the "Acquisition, construction, and improvements" account since the Coast Guard regularly spends operating expense funds for buoy replacements on a regular basis.

Other adjustments.—Consistent with Senate action in fiscal year 1991, the Committee has not provided funding for the vessel identification/documentation system. The Committee has also not provided funds requested for defense logistics modernization, and the system to automate and integrate logistics [SAIL].

SHORE FACILITIES AND AIDS TO NAVIGATION

The program level recommended is \$110,225,000 and includes the following projects:

SHORE FACILITIES AND AIDS TO NAVIGATION

	Budget estimate	House allowance	Committee recommendation
Minor AC&I program.....	\$14,000,000	\$8,000,000	\$12,150,000
Survey and design—shore.....	9,000,000	5,800,000	9,000,000
Relocate intelligence coordination center to Suitland, MD.....	1,900,000		
Southeast United States [SEUS]—Air interdiction shore facilities—Phase III.....	3,000,000	3,000,000	3,000,000
Detroit, MI—Air station foam water deluge system.....	1,000,000	1,000,000	1,000,000
Barbers Point, HI—Air station Barbers Point, improve ramps, taxiways.....	3,500,000	3,500,000	3,500,000
Kodiak, AK—Support center pool.....	4,400,000		4,400,000
Boston, MA—Support center—Phase IV.....	8,000,000	8,000,000	8,000,000
Portsmouth, VA—Expand support center ship support facility.....	1,400,000	1,400,000	1,400,000
Seattle, WA—Support center pier apron.....	2,600,000	2,600,000	2,600,000
Baltimore, MD—Supply center Curtis Bay expansion/relocation of supply center, Brooklyn—Phase I.....	1,100,000	1,100,000	1,100,000
Baltimore, MD—Coast Guard yard portal crane cost overrun.....			1,850,000
New London, CT—Academy child care facility.....	1,950,000	1,950,000	1,950,000
Public family quarters.....	30,600,000	15,600,000	29,350,000
Galena Park, TX—Marine safety office, Houston/reserve building.....	2,600,000	2,600,000	2,600,000
Sandwich, MA—Rehabilitate station, Cape Cod Canal.....	1,900,000	1,900,000	1,900,000
Fort Hancock, NJ—Group Sandy Hook patrol boat pier.....	3,400,000	3,400,000	3,400,000
Atlantic Beach, NC—Group Fort Macon boat basin.....	1,600,000	1,600,000	1,600,000
Southwest Harbor, ME—Base renovation.....	3,100,000	3,100,000	3,100,000
Waterways aids-to-navigation projects.....	4,000,000	4,000,000	4,000,000
North Pacific Loran stations upgrade—Phase II.....	6,000,000	6,000,000	6,000,000
Cape May, NJ—Applied training facility.....			5,000,000
Newport, OR—Air facility hangar.....			2,500,000
Montauk Point, NY, erosion control.....			625,000
Underwater lighthouse surveys, Maryland.....			200,000
Prior year project slippage.....		—12,000,000	
Total, shore facilities and aids to navigation facilities.....	105,050,000	62,550,000	110,225,000

Construction delays.—The Commandant has placed renewed emphasis on the construction and rehabilitation of the Coast Guard's shore plant. The Coast Guard's fiscal year 1992 budget request for shore facilities represents a 22-percent increase over the amount requested for fiscal year 1991. The Committee has provided funding for all but one of the many projects requested in the fiscal year 1992 budget; however, the Committee is quite concerned that the Coast Guard has not demonstrated an ability to expeditiously move forward on many already-funded shore projects and obligate funds in a timely manner. Over 40 percent of the projects funded in the fiscal year 1991 appropriations act will see no funds obligated in fiscal year 1991. Fiscal year 1991 shore facilities slips will exceed \$26,500,000. The Committee is hesitant to cut funding from an articulated priority of the Commandant, but will carefully monitor the Coast Guard's progress in improving its track record in this area as it considers future funding requests.

Public family quarters.—The Committee has provided \$29,350,000 in new budget authority for public family quarters. The Committee further proposes to reprogram \$1,250,000 in fiscal year 1991 funds to this program in order to fully fund the request. These funds

were provided for construction of a facility for the national response unit in North Carolina. This unit has, instead, been located in leased space.

Coast Guard yard portal crane.—The Committee provides \$1,850,000 to fully fund the requirements for the replacement of a portal crane at the Coast Guard yard in Curtis Bay, MD. In fiscal year 1991, the Committee fully funded the Coast Guard's request for \$2,000,000 for this project, which was intended to cover the full costs of the replacement crane. Subsequent information provided to the Committee indicates that the additional \$1,850,000 is required. The Committee is greatly disturbed by the Office of Engineering's performance in estimating the cost of this project. Actual program costs will exceed the estimate supplied to the Committee by more than 90 percent. The Committee trusts that future requests of this kind will undergo far more rigorous review before they are presented to the Committee.

Applied training facility, Cape May, NJ.—The Committee has provided \$5,000,000 for the construction of a new applied training facility at the Coast Guard Recruit Training Center in Cape May, NJ. This facility will provide classroom and laboratory space for basic military indoctrination including training in combat damage control, firefighting, and weapons training. Current deficiencies in classroom and laboratory space have required classes to be conducted outside and/or in storage buildings and have resulted in instances of incomplete military training due to inclement weather or inadequate classroom availability.

Newport, OR, air facility hangar.—The Committee is disturbed by delays in the construction of a permanent helicopter search and rescue facility at Newport, OR. This permanent station was established by congressional directive in Public Law 99-349 and continued delays in the construction of this facility threaten the vital search and rescue capability of the Newport Air Station and the safety of commercial and recreational boaters along the Oregon coast. Accordingly, the Committee has provided the necessary funds for a permanent Coast Guard helicopter air station at the Newport, OR, airport and instructs the Commandant to move expeditiously toward construction of this facility.

Recreational facilities—Kodiak, AK.—The Committee has provided \$4,400,000 as included in the President's budget request for recreational facilities for Coast Guard personnel and their families at Kodiak, AK. The Commandant has made improved support of Coast Guard personnel a funding priority in his 1991 budget, and the Committee believes this appropriation to be consistent with his priority. The Committee does not concur in the House Committee's observations and directives regarding user fees, and believes the Coast Guard's policy for user fees at this facility should be identical to that for all recreational facilities in the Coast Guard.

Underwater surveys, multiple lighthouses, Maryland.—The Committee has provided \$200,000 for underwater surveys of the structural integrity of four Maryland lighthouses. Such surveys will be conducted on those lighthouses for which the Maryland Office of Historical and Cultural Resources has contracted for above water surveys.

Erosion control, Montauk Point Lighthouse, NY.—The Montauk Point Lighthouse was commissioned by President Washington in 1796. It continues to serve as a critical aid to navigation under the operational control of the Coast Guard. Erosion conditions at Montauk Point threaten the stability of the lighthouse and require immediate control measures. The Committee has provided \$625,000 for emergency erosion control activities. It is anticipated that a more permanent solution to the erosion problem at the lighthouse will be financed by the Army Corps of Engineers.

PERSONNEL AND RELATED SUPPORT

The Committee has provided \$39,070,000 for personnel and related support. This funding will support 669 full-time positions and 654 full-time equivalents. The House provided \$32,500,000 for personnel support. The funding level provided by the Committee will allow roughly 15 percent growth above the fiscal year 1991 level for full-time equivalents.

CONTRACTOR WARRANTIES

The Committee concurs with the House in continuing bill language requiring written warranties on all major system acquisitions by the Coast Guard. The Committee also agrees with the House report language specifying the minimum terms and conditions that such warranties should include.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

Appropriations, 1991	\$21,500,000
Budget estimate, 1992	25,100,000
House allowance	21,500,000
Committee recommendation.....	25,100,000

The Committee concurs with the House and has included costs for this program under a single appropriation.

The Coast Guard's environmental compliance and restoration responsibilities are attributable to environmental problems at former and current Coast Guard facilities.

Funds provided in fiscal year 1992 will be used to continue a servicewide program to correct environmental problems; major upgrades in storage tanks containing petroleum and regulated substances; and remediation efforts at hazardous waste disposal sites are among the planned projects. Cleanup of fuel oil and other waste contamination in the ground water at several locations at the Kodiak, AK, support center will be the major fiscal year 1991 effort.

ALTERATION OF BRIDGES

Appropriations, 1991	\$3,747,000
Budget estimate, 1992	10,200,000
House allowance	11,000,000
Committee recommendation.....	11,200,000

The "Alteration of bridges" appropriation provides funds for the Coast Guard's share of the cost of altering or removing bridges obstructive to navigation. Under the provisions of the Truman-Hobbs

Act of June 21, 1940, as amended (33 U.S.C. 511 et seq.), the Coast Guard, as the Federal Government's agent, is required to share with owners the cost of altering railroad and publicly owned highway bridges which obstruct the free movement of navigation on navigable waters of the United States in accordance with the formula established in 33 U.S.C. 516:

The Committee recommends an appropriation of \$11,200,000 in fiscal year 1992. The projected allocation of these funds is shown in the table.

	Budget	House allowance	Committee recommendations
Pascagoula River, Pascagoula, MS. CSX-L&N Railroad.....	\$6,200,000	\$6,200,000	\$6,200,000
Mississippi River, Burlington, IA. Burlington-Northern Railroad.....	4,000,000	4,000,000	4,000,000
Sidney Lanier Bridge, Brunswick, GA.....		800,000	1,000,000
Total.....	10,200,000	11,000,000	11,200,000

RETIRED PAY

Appropriations, 1991.....	\$451,800,000
Budget estimate, 1992.....	487,700,000
House allowance.....	487,700,000
Committee recommendation.....	487,700,000

The "Retired pay" appropriation provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431-1446) and survivor benefit plan (10 U.S.C. 1447-1455), and for medical care of retired personnel and their dependents under the Dependents Medical Care Act. The average number of personnel on the retired rolls is estimated to be 26,819 in fiscal year 1992, as compared with an estimated 26,167 in fiscal year 1991 and 25,576 in fiscal year 1990.

The bill includes \$487,700,000 for retired pay, which is the same as the House allowance and the budget request.

RESERVE TRAINING

Appropriations, 1991.....	\$74,306,000
Budget estimate, 1992.....	77,300,000
House allowance.....	77,000,000
Committee recommendation.....	

Under the provisions of 14 U.S.C. 145, the Secretary of Transportation is required to adequately support the development and training of a Reserve force to ensure that the Coast Guard will be sufficiently organized, manned, and equipped to fully perform its war-time missions. The purpose of the Reserve training program is to provide trained units and qualified persons for active duty in the Coast Guard in time of war or national emergency, or at such other times as the national security requires. Coast Guard reservists train jointly with Navy reservists for many missions. Coast Guard reservists must also train for mobilization assignments that are unique to the Coast Guard in times of war, such as port security

operations associated with the Coast Guard's Maritime Defense Zone [MDZ] mission. Other mobilization assignments unique to the Coast Guard Reserve include deployable port security units, HC-130 squadrons, and loran station security details overseas.

Nowhere was the unique wartime contributions of the Coast Guard Reserve better demonstrated than in Operations Desert Shield and Desert Storm, during which the Coast Guard Reserve provided U.S. forces with its only specially trained deployable port security units. Indeed, a greater percentage of the Coast Guard Reserve was called to service at the initiation of Operation Desert Shield than was called by any other military service. Consistent with the role and mission of the Coast Guard Reserve, the Committee will provide funding for the "Reserve training" account in the fiscal year 1992 Defense appropriations bill. The House provided \$77,000,000 for this activity, \$300,000 less than the budget request.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Appropriations, 1991	\$25,000,000
Budget estimate, 1992	28,800,000
House allowance	27,800,000
Committee recommendation	29,500,000

The Coast Guard's Research and Development Program seeks to improve the tools and techniques with which Coast Guard carries out its varied operational missions and to increase the knowledge base upon which it depends to fulfill its regulatory responsibilities.

The bill includes \$29,500,000 for research, development, test, and evaluation, which is \$700,000 more than the budget request and \$1,700,000 more than the House allowance.

The Committee recommendation for funding distribution is as follows:

Program	Fiscal year 1991 appropriation	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Search and rescue	\$2,400,000	\$1,950,000	\$1,950,000	\$2,025,000
Aids to navigation	2,180,000	765,000	765,000	765,000
Marine safety	885,000	1,100,000	1,100,000	1,400,000
Marine environmental protection	3,720,000	4,560,000	5,560,000	5,785,000
Enforcement of laws and treaties	1,460,000	1,950,000	1,700,000	1,950,000
National security		900,000		
Mission capabilities assessment	1,600,000	3,580,000	3,580,000	3,580,000
Multimission	4,195,000	5,095,000	4,395,000	5,095,000
Administration support	7,560,000	8,900,000	8,750,000	8,900,000
Maritime Fire and Safety Association	1,000,000			
Total	25,000,000	28,800,000	27,800,000	29,500,000
Positions:				
Military	50	54	53	54
Civilian	86	96	93	96

The amount provided for administration will support 14 additional positions.

SAR hovercraft—Upper Cook Inlet.—The Committee has provided \$75,000 for search and rescue research over and above the amount requested in the budget. These additional funds will be used for a demonstration of a search and rescue hovercraft in the

Upper Cook Inlet near Anchorage, AK. The Upper Cook Inlet has the second highest tides in the world. These tides create huge mudflats and tidal areas which severely impede rescue efforts made by conventional craft, including airplanes, helicopters, and ships. The funds provided will be used to demonstrate the use of a hovercraft for SAR purposes in the Upper Cook Inlet. The hovercraft will be made available by the municipality of Anchorage. These funds should be used to demonstrate the viability and usefulness of such craft in the Upper Cook Inlet region.

Commercial fishing industry vessel safety.—The Committee provides \$1,400,000 for research in the area of marine safety. The amount provided is \$300,000 more than the President's request. The Congress enacted the Commercial Fishing Industry Vessel Safety Act of 1988 in an effort to reduce the alarmingly high casualty rate among commercial fishermen. The act addresses the training of fishermen and the Coast Guard is currently considering regulations requiring a proficiency-based license for some or all fishing vessel personnel.

Existing training resources are not sufficient to meet the needs of even the most basic requirements of the fishing industry. The Committee has provided \$300,000 for a grant to the New Jersey Marine Sciences Consortium to develop an instructional curriculum and educational materials on fishing vessel safety. Funds will also be used to identify and train a cadre of qualified instructors to utilize this material. The Coast Guard will assess this demonstration project and determine the feasibility and value of disseminating this instructional program nationwide.

National security.—The Committee has not provided any funds for research in the area of national security. The administration's budget requested \$900,000 for funding of a joint Coast Guard/U.S. Navy program to develop a transportable surface contact underwater tracker [SCOUT] intruder detection system. Subsequent to the submission of this budget request, the Coast Guard has terminated its involvement in the SCOUT program and proposed to utilize this funding for additional research in the area of marine environmental protection. The Committee concurs in this request. The Coast Guard intends to use \$500,000 provided in previous appropriations acts for the SCOUT program to finance the zebra mussel study mandated in the Aquatic Nuisance Prevention and Control Act of 1990.

Marine environmental protection.—The Committee has provided \$5,785,000 for research in the area of marine environmental protection. The amount provided is \$1,225,000 more than the administration's request. Of this additional amount, \$900,000 shall be used as follows:

Assessment, test and evaluation of national strike force [NSF] equipment/system.....	\$225,000
Test and evaluation of temporary storage systems	125,000
Tank quick plugging/patching study	100,000
Cargo tank integrity verification	150,000
Operator information system on ship characteristics	150,000
Test and evaluation of environment Canada oilspill sensor	100,000
Full-scale tests to verify vessel maneuvering model	50,000

The Committee does not concur in the action of the House earmarking \$1,000,000 for the South Florida Oil Spill Research Center.

AIREYE equipment improvements.—The Committee has provided \$325,000 in the "Marine environmental protection research" subaccount to investigate improvements to and/or replacements for the Coast Guard's current inventory of AIREYE oilspill tracking radar equipment. As part of the Committee's fiscal year 1991 hearing process, the Committee was told that the Coast Guard's AIREYE equipment "is in considerable disrepair." The Commandant testified during the Committee's overview hearing on Desert Storm activities that both sets of the Coast Guard's operational AIREYE systems were required in the Persian Gulf, leaving no operational AIREYE equipment in the United States in the event of a significant spill. The funding provided will be used to investigate and develop a long-term solution to the current inadequacies in the Coast Guard's AIREYE inventory. Funds may be used as the Commandant best sees fit to research improvements and/or replacements to the inventory.

Reprogramming procedures.—The Committee concurs in the revised reprogramming procedures articulated in the House report for projects funded under the "Research, development, test, and evaluation" account.

BOAT SAFETY

Appropriations, 1991	\$35,000,000
Budget estimate, 1992	35,000,000
House allowance	35,000,000
Committee recommendation	35,000,000

This account provides financial assistance for a coordinated National Recreational Boating Safety Program for the several States. Title 46, United States Code, section 13106, establishes a "Boat safety" account from which the Secretary may allocate and distribute matching funds to assist in the development, administration, and financing of qualifying State programs. The "Boat safety" account consists of amounts transferred from the highway trust fund which are derived from the motorboat fuel tax (9 cents per gallon). The total transferred may not exceed \$70,000,000 in 1992. Receipts in excess of \$70,000,000 are transferred to the Land and Water Conservation Fund, and the "Sport fish restoration" account, which are managed by the Department of the Interior.

GENERAL PROVISION

Quarterly acquisition reports.—The Coast Guard's Office of Acquisition prepares quarterly reports on its major acquisition projects, detailing among other things the acquisition schedule and funding requirements for such projects as well as an evaluation of the technical risk, cost risk, and schedule risk associated with each project. These reports were supplied to the Committee on a regular basis up until the fall of 1990. Thereafter, the Coast Guard supplied edited reports with so much information removed as to render them useless in determining whether individual programs were proceeding on schedule and within cost.

The Committee considers such information essential if it is to exercise proper oversight of the Coast Guard's acquisition program. It is not at all out of the ordinary for congressional committees to review detailed information of this kind; especially committees with oversight responsibilities for major procurement programs. The numerous and costly problems that have plagued the Coast Guard's acquisition program are well known and have been discussed at length by the General Accounting Office, in the press, and in previous House and Senate Committee reports. They need not be repeated here. It is enough to point out that this bill includes the last appropriation for the Fleet Renovation and Modernization [FRAM] Program for WHEC 378's which cost the taxpayers \$281,000,000 more than the cost originally cited to the Committee—a cost overrun the size of which represents more than 65 percent of the entire Coast Guard acquisition request for fiscal year 1992.

Currently, in order to gain adequate information on the status and progress of major acquisition projects, the Committee is required to submit numerous questions as part of the Coast Guard's once-a-year budget hearing. The Committee finds this situation unacceptable and has included a provision in the bill making the availability of acquisition, construction, and improvements funds contingent on the submission of quarterly acquisition reports.

These reports will include a relative assessment of the cost risk, schedule risk, and technical risk associated with each and every major acquisition project; the acquisition schedule for each project; a funding summary detailing the anticipated appropriations requirements for all fiscal years through the life of the project; a schedule of appropriations, obligations, and outlays for each project and a narrative detailing the reasons for any change in the risk status, acquisition schedule, funding summary, obligations schedule, and outlays schedule from that cited in the prior quarterly report. Any competition sensitive information will be clearly identified. The Committee recognizes that the funding requirements in future fiscal years will be subject to budget decisions made by the administration. The Coast Guard will consult with the Committee as to the format of these reports before submission of the first report, which will be provided on or before January 1, 1992.

FEDERAL AVIATION ADMINISTRATION

SUMMARY OF FISCAL YEAR 1992 PROGRAM

The Federal Aviation Administration traces its origins to the Air Commerce Act of 1926, but more recently to the Federal Aviation Act of 1958 which established the independent Federal Aviation Agency from functions which had resided in the Airways Modernization Board, the Civil Aeronautics Administration, and parts of the Civil Aeronautics Board. FAA became an administration of the Department of Transportation on April 1, 1967, pursuant to the Department of Transportation Act (October 15, 1966).

The total recommended program level for the FAA for fiscal year 1992 amounts to \$9,065,135,000 including a \$1,900,000,000 obligation limitation on the use of contract authority for the Airport Grants Program. This represents, in the aggregate, an increase of

11.4 percent over the fiscal 1991 level. The following table summarizes the Committee's recommendations:

[In thousands of dollars]

Program	Fiscal year 1991 program level	Budget estimate	House allowance	Committee recommendations
Operations.....	¹ 4,037,850	4,457,000	4,342,000	4,382,058
Facilities and equipment.....	2,095,407	2,700,000	2,469,500	2,557,807
Research, engineering, and development.....	205,000	210,000	218,000	225,120
Grants-in-aid for airports ²	1,800,000	1,900,000	1,900,000	1,900,000
Aircraft loan guarantee defaults ³	285	150	150	150
Total.....	8,138,542	9,267,150	8,929,650	9,065,135

¹ Includes \$850,000 in carryover from fiscal year 1990.

² Limitation on obligations.

³ Estimate shown in fiscal year 1991 budget for authority to borrow (97 Stat. 339).

OPERATIONS

Appropriations, 1991.....	\$4,037,000,000
Budget estimate, 1992.....	4,457,000,000
House allowance.....	4,342,000,000
Committee recommendation.....	4,382,058,000

FAA's "Operations" appropriation provides funds for the operation, maintenance, communications, and logistic support of the air traffic control and navigation systems and activities. It also covers the administration and management of the regulatory, airports, medical and engineering and development programs.

The bill includes a total of \$4,382,058,000 for the operations activities of the Federal Aviation Administration, of which \$2,186,529,000 shall be derived from the Airport and Airway Trust Fund. The account total is \$345,058,000 more than the amount appropriated for fiscal year 1991.

As in past years, FAA is directed to report immediately to the Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system.

The activities of the operations accounts comprise 11 main areas:

Operation of air traffic control system.—The operation of a national system of air traffic management in the United States, its territories, and its possessions on a 24-hour basis.

NAS logistics support.—Procurement, contracting, and materiel management programs; administrative communications; supply; and other logistics support.

Maintenance of air traffic control system.—The direction and engineering services related to the maintenance, improvement, and modification of facilities and equipment in the traffic control system; and technical operation and maintenance of a national network of air navigation aids and traffic control facilities.

Leased telecommunications services.—Finances the noncapital costs of FAA's operational and administrative telecommunications systems.

Aviation regulations and standards.—The promotion of flight safety of civil aircraft by assuring the airworthiness of aircraft; the competence of pilots, aviators, and aviator technicians; the adequacy

cy of flight procedures and air operations; the evaluation of inflight facility performance for compliance with prescribed standards; the use and maintenance of the FAA's aircraft fleet; and the medical fitness of personnel in the national airspace system.

Civil Aviation Security Program.—Provides for the overall planning, direction, management, evaluation, and enforcement of civil aviation security; supports efforts covering the investigation and interdiction of illegal drugs, and the assessment of foreign airports.

NAS design and management.—Provides technical and administrative program management for the NAS plan; and the planning, direction, and evaluation of the research, engineering, and development program (excluding aviation medicine), direct project costs of which are financed under the research, engineering, and development appropriation.

Administration of Airports Program.—Mainly, the administration of airport grants and the safety certification of airports.

Human resources management.—Administration of employee recruitment, development, compensation, training, and labor-management relations programs.

Direction, staff, and supporting services.—Administrative and housekeeping costs that support the primary programs of the agency.

Headquarters administration.—Funds the Washington headquarters administrative functions that establish policy, direct, and develop programs which provide for the following administrative services: policy and plans, accounting, budget, civil rights, international aviation, management systems, and data systems.

The following table summarizes the Committee's recommendation in comparison to the budget estimate and House allowance.

[Dollars in thousands]

	Fiscal year 1991 program level ¹	Fiscal year 1992 budget estimate ²	House allowance	Committee recommendations
Operation of air traffic control system.....	\$1,853,202	\$1,989,241	\$1,986,533	\$1,986,933
(Positions)	(27,800)	(28,070)	(28,070)	(28,070)
NAS logistics support.....	\$189,920	\$265,692	\$197,240	\$203,428
(Positions)	(1,592)	(1,624)	(1,624)	(1,624)
Maintenance of air traffic control system.....	\$733,145	\$791,118	\$788,618	\$788,618
(Positions)	(10,588)	(10,848)	(10,848)	(10,848)
Leased telecommunications services.....	\$288,115	\$348,616	\$330,216	\$348,216
Aviation regulation and standards.....	\$416,973	\$458,703	\$459,103	\$458,703
(Positions)	(6,488)	(6,893)	(6,893)	(6,893)
Aviation security.....	\$52,782	\$65,883	\$65,683	\$65,683
(Positions)	(848)	(1,026)	(1,026)	(1,026)
NAS design and management.....	\$23,282	\$24,080	\$23,980	\$23,980
(Positions)	(285)	(304)	(301)	(301)
Administration of airports.....	\$36,920	\$42,106	\$41,816	\$41,536
(Positions)	(521)	(551)	(551)	(549)
Direction, staff and supporting services.....	\$138,694	\$148,491	\$147,991	\$145,891
(Positions)	(1,180)	(1,200)	(1,180)	(1,180)
Human resource management.....	\$273,049	\$292,625	\$292,125	\$288,625
(Positions)	(1,460)	(1,469)	(1,460)	(1,460)
Headquarters administration.....	\$31,768	\$32,845	\$32,845	\$32,845
(Positions)	(400)	(400)	(400)	(400)
Management initiatives.....		—\$2,400	—\$24,150	—\$2,400

(Dollars in thousands)

	Fiscal year 1991 program level ¹	Fiscal year 1992 budget estimate ²	House allowance	Committee recommendations
(Positions)				
Total	\$4,037,850	\$4,457,000	\$4,342,000	\$4,382,058
Positions	(51,162)	(52,385)	(52,353)	(52,351)

¹ Includes \$850,000 carryover from fiscal year 1990.

OPERATION OF AIR TRAFFIC CONTROL SYSTEM

The Committee recommends a total of \$1,986,933,000 for the operation of the national air traffic control and flight service system. This is \$2,308,000 less than the budget estimate and \$400,000 more than the House allowance. The amount recommended will support 28,070 positions which is the same as the House allowance and the budget request. The Committee expects FAA to better control personnel-related costs through a more cost-conscious approach to the management of the hiring rate of new personnel. Additional savings are anticipated in non-training-related travel and transportation costs through improved management control.

The major activities under operation of air traffic control system include:

Air traffic controller work force

The Committee's recommendation includes the requested employment increase of 450 controllers above the level of 17,495 currently projected for September 30, 1991.

The Committee concurs with the concerns expressed in the House report regarding staffing levels at some air traffic control centers and level 3 towers, and supports the House's request for a report by December 31, 1991, on controller staffing requirements for the next 3 fiscal years.

Air traffic control centers and towers

The Committee recommends \$1,561,800,000 and 22,963 positions for the operation of air route traffic control or enroute centers, terminal radar approach control facilities [TRACON's] and airport traffic control towers.

The Committee has included \$1,000,000 above the budget request to add new contract towers during fiscal year 1992. The Committee's recommendation provides for the operation of contract towers at Kenosha, WI; Athens/Ben Epps, GA; Westheimer Airpark, Norman, OK; and McKellar-Sipes Airport, Jackson, TN. In addition, the Committee directs that FAA officials work with officials at Waukesha County, WI, and Marquette County, MI, toward including those airports as part of the contract control tower program.

The Committee expresses its satisfaction with the arrangements reached between Central Wisconsin Airport [CWA] and the FAA in order to establish a contract tower at CWA as directed last year by

the Committee. The parties should work to have the tower operational by September 15, 1991.

Flight service stations

Flight service stations [FSS's] provide a variety of important services principally for general aviation pilots. The major services include: (1) the provision of flight assistance (preflight, inflight, and emergency) including accepting and closing flight plans; (2) the collection and dissemination of meteorological and aeronautical information; and (3) providing support for drug interdiction.

The Committee recommends \$250,812,000 for this activity. The Committee's recommendation provides 4,120 positions. The Committee observes that FSS operations are expected to be slightly increased over the current year. However, the total number of personnel and overtime is projected to decrease. FAA needs to develop accurate and reliable staffing standards for the automated flight service stations.

Planning, direction, and evaluation

The Committee recommends \$168,882,000 and 971 positions to support this subactivity.

The bill includes \$11,857,000 for the aeronautical charting program. In light of the restrictions on aircraft entry into terminal control areas [TCA's] and increases in air traffic in and around the boundaries of TCA's and other controlled areas, the Committee believes that several recommended changes in charts could enhance safety by aiding the orderly flight of aircraft and reducing pilot and controller workload. Therefore, the Committee directs the FAA to complete implementation of charting changes 1-6.1.61 and 1-6.1.48, as recommended by the National Airspace Review [NAR] Committee, from the funds made available. In addition, the Committee expects FAA to give similar priority to continued implementation of a recommendation from general aviation representatives and users that predominate visual checkpoints be prominently depicted on TCA charts to better define the boundaries of a TCA.

Expanded east coast plan.—The House included report language directing the FAA to expand the scope of a statutorily mandated environmental impact statement on the expanded east coast plan [EECP]. The Committee takes exception to this language, and directs the FAA to adhere to its actions to carry out its mandate as specifically authorized in the Aviation Safety and Capacity Expansion Act of 1990.

The Committee is concerned that the FAA was delinquent in initiating the EIS, that a contract has just recently been awarded for the EIS, and that the EIS will not be issued until May 1992, a full year behind schedule. Any changes to the parameters of the EIS would only add to that delay. This is unacceptable to the Committee.

However, the Committee recognizes that the EECP has had impacts in areas other than those being studied in the EIS, and believes that those problems must also be addressed. Therefore, the Committee has included a general provision directing the FAA to conduct an aircraft noise mitigation review, to be completed not later than May 1992 to accurately assess the changes in noise

levels in affected areas of New York and Connecticut, as well as New Jersey. The Committee expects the FAA to use this information in developing alternatives for providing relief to affected residents, as it will use the information developed through the EIS.

System capacity and requirements

The Committee has included \$5,439,000 and 16 positions for the Office of System Capacity and Requirements, which was transferred from the administration of airports budget activity to the air traffic budget activity during fiscal year 1991. The Committee concurs with the additional funding of \$2,100,000 recommended by the House to continue and complete the study on en route sector constraints.

NATIONAL AIRSPACE SYSTEM LOGISTICS SUPPORT

The Committee recommends \$203,428,000 and 1,624 positions for the activity. The Committee's recommendation is \$62,264,000 less than the budget estimate and \$6,188,000 more than the House allowance.

The reduction is associated with the GSA rental payments which are included as a separate appropriated account within the Office of the Secretary.

MAINTENANCE OF AIR TRAFFIC CONTROL SYSTEM

The Committee recommends \$788,618,000 and 10,848 positions for maintenance of the air traffic control system. The Committee's recommendation fully approves the staffing level for the field maintenance staff proposed in the budget estimate, which is 260 positions above the 1991 level.

LEASED TELECOMMUNICATIONS SERVICES

The Committee recommends \$348,216,000 for this activity. The Committee's recommendation is \$18,000,000 above the House allowance. It also represents an increase of \$60,101,000 over the fiscal year 1991 enacted level.

The FAA had requested the resources to contract on its own for an air traffic control telecommunications system. Deletion of these funds would require FAA to use the FTS 2000 system. FAA previously had permission from GSA to issue its own communications contracts for the leased intercity networks communications system [LINCS]; but that permission was rescinded in May 1991 on the grounds that the FTS 2000 system could adequately handle FAA's air traffic control requirements.

The Committee, however, has provided funding of \$18,000,000 for costs associated with providing service, either LINCS or a system in place of LINCS. The Committee directs that normal procurement regulations and procedures govern this procurement, taking into account the independent telecommunications study contracted for by FAA management.

AVIATION REGULATIONS AND STANDARDS

The Committee recommends \$458,703,000 and 6,893 positions for this activity.

The increase of 405 positions over the fiscal year 1991 level contains increases requested in the budget proposal including: 136 additional safety inspectors and support personnel; 100 additional aircraft certification personnel; 69 positions necessary for FAA to carry out its responsibilities under the Drug Enforcement Assistance Act; 70 positions to support the compliance program for the aviation industry drug program; and 30 positions in the medical program.

At this level the total number of inspector positions will be 3,158, with approximately 1,834 general aviation inspectors and 1,324 air carrier inspectors. It is expected that FAA will place increased emphasis on operation and maintenance investigations, and inspections; and airman certifications.

Out of the funds provided, the Committee supports further development and implementation of the human intervention and motivation study.

The Committee finds that the substantial number of aviation accidents which can be attributed to dense smoke in the cockpit may warrant an inquiry into present Federal Aviation Administration regulations concerning in-flight smoke emergencies. An advisory circular, dated July 29, 1986, concerning smoke detection and emergency procedures discusses the dangers of continuous smoke obstructing the pilot's view. However, smoke evacuation procedures apparently do not test for continuous smoke. The Committee is concerned that present regulations may not adequately ensure against continuous smoke obstructing a pilot's view, and that continuous smoke remains a safety problem. Therefore, the Administrator is directed to review present regulations and aircraft certification requirements and report its findings to the Congress to determine whether action should be initiated to ensure that pilots, at all times, are able to see their instruments, emergency procedures, navigation information and, when necessary, the flight path.

CIVIL AVIATION SECURITY

The Committee recommends \$65,683,000 and 1,026 positions for this program. The amount recommended represents a \$12,901,000 increase and 178 positions over the fiscal year 1991 level. The Committee agrees with the House's deletion of \$200,000 associated with training of non-Federal personnel.

NAS DESIGN AND MANAGEMENT

The Committee recommends \$23,980,000 and 301 positions for the planning, directing, monitoring, and coordinating of FAA's research, development, engineering, test, and evaluation programs, excluding medical activities. The Committee's recommendation is the same as the budget estimate and the House allowance.

ADMINISTRATION OF AIRPORTS PROGRAM

The Committee recommends \$41,536,000 and 549 positions for this program. The amount recommended represents a \$4,616,000 increase over the fiscal year 1991 level. Under this program, FAA makes airport safety and certification inspections, assures compliance with safety standards, resolves environmental issues, operates the Airports Grants Program, and carries out other activities associated with the development and improvement of the Nation's system of public airports.

The Committee has provided the additional 528 personnel requested for airport certification, environmental assessment, and implementation of the passenger facilities charge program. The Committee, however, has deleted \$570,000 and two positions associated with airport development and capacity enhancement. These activities are now handled in a separate office, within the operation of air traffic control system activity.

Both the Federal Aviation Administration [FAA] and the National Transportation Safety Board [NTSB] have given significant attention to the problem of runway incursions involving aircraft and airside vehicles. The Committee recognizes that it is important for airport operators to implement effective airside vehicle driver training programs in accordance with FAR part 139-329 (airport certification—ground vehicles).

The Committee directs that the FAA, in concert with airport tenants and airport operators, assist in developing quality driver training programs. We urge FAA to contract with an organization with appropriate expertise to develop a model airside vehicle driving training program that will allow airports to provide standardized instructions to applicable airport and tenant employees.

HUMAN RESOURCES MANAGEMENT

The Committee recommends \$288,625,000 and 1,460 positions for human resource planning and evaluation, and the administration of FAA employee recruitment, compensation, centralized training, employee relations, and labor-management relations. The recommended funding represents an increase of \$15,576,000 over the fiscal year 1991 level.

Within the funds provided, the Committee is making available funds for two categories of aviation education financial assistance agreements.

First, agreements may be made with up to four aviation magnet secondary schools to be selected at the discretion of the Federal Aviation Administrator. These funds may be used for equipment, books, and other supplies.

Second, agreements may be made with up to 57 educational institutions, within the United States and its territories and possessions, to be selected at the discretion of the Federal Aviation Administrator, to assist in the operation of affiliated summer camps for secondary school students where aviation education activities will be carried out. Summer camp funds may be used for equipment, books and other supplies, and tuition assistance. The Committee expects the cost of the aviation grant activity to be relative-

ly modest, as the program is intended only to provide seed money to help develop and expand aviation education opportunities.

The Committee has not included the \$2,000,000 provided by the House for the Aviation Resource Consortium in Minnesota.

DIRECTION, STAFF, AND SUPPORTING SERVICES

The Committee recommends \$145,891,000 and 1,180 positions for this activity which supports FAA's primary programs. The Committee's recommendation is slightly below the House allowance and the budget request.

HEADQUARTERS ADMINISTRATION

The Committee recommends \$32,845,000 and 400 positions for this activity which includes the following administrative functions: accounting, budget, civil rights, international aviation, management systems, data systems, and policy and plans.

World University Games

The Committee commends the FAA for recognizing the critical role it plays in planning and meeting the extraordinary security and logistical needs of major events such as the 1993 World University Games. Due to the proximity of the Canadian border, the interrelationship of the Niagara and Buffalo airports, and the unusual demands placed upon the Niagara Frontier Transportation Authority [NFTA], the Committee expects the FAA to assist NFTA in managing this complex undertaking.

REPROGRAMMING PROCEDURES

The Committee agrees with the House Committee that, for proper oversight, it is necessary that each activity of FAA's operations be detailed in the annual budget justification. The Committee recognizes, however, that a certain amount of flexibility is necessary to respond to changing conditions and unforeseen circumstances. In last year's Senate Report 101-398, on pages 54 through 56, the Committee included reprogramming procedures that it expected FAA to follow. In the operations section, the report basically states that FAA needed to notify the House and Senate Appropriations Committees whenever the FAA either significantly reduced or increased any activity for which funds were requested and subsequently approved.

The Committee notes that, when comparing the allocations for FAA operations that were contained in the fiscal year 1991 conference report (House Report 101-892) to the final distribution of operating funds made by FAA, there are percentage differences of up to 11.5 percent. The Committee finds some of these variances excessive and agrees with the House report that directs that normal reprogramming procedures be used should FAA propose to deviate in any way from the position allocations or by more than 4 percent from the funding allocations specified in the conference report.

PAY DIFFERENTIAL FOR CERTAIN FAA EMPLOYEES

The House reduced the funds available for pay of air traffic controllers and other FAA employees by \$21,750,000, and recommended that the reduction be absorbed by eliminating, over a 2-year period, the 5-percent pay differential these employees now receive. In its Committee report, the House recommended that the Administrator reduce the premium to 3 percent effective January 1992, 1.5 percent effective January 1993, and zero in January 1994.

The Committee disagrees with the House action and has restored the funds necessary to pay the 5-percent differential. Neither the President nor the Administrator of the FAA proposed any change in the pay differential, and no testimony was heard on the issue. The pay differential was originally enacted at the request of the FAA and the administration, and is codified in section 5546(a) of title 5, United States Code. While the House envisions a 2-year phaseout of the differential, the language of the statute does not support that approach. The Administrator is authorized to pay a differential of 5 percent, not 3 percent or 1.5 percent. If the Administrator attempted to comply with the wishes of the House, as set forth in its report, the Committee believes he would be faced with either paying the full differential or paying none at all. Eliminating the differential in fiscal year 1992 would result in a pay cut for controllers and other affected employees, because the pay comparability adjustment due January 1992 is less than 5 percent.

The Committee believes that the better approach would be for the Administrator to present whatever legislative changes in the differential, if any, that he feels appropriate, and allow Congress to consider the issue on its merits.

GENERAL PROVISIONS

Airworthiness directives.—A series of Federal Aviation Administration airworthiness directives [AD] and notices of proposed rule-making [NPRM] regarding fire safety in aircraft operating in a combination (passengers and cargo on the main deck) configuration could have an adverse impact on service in Alaska.

The Committee believes that these AD's and NPRM's should be withdrawn regarding aircraft which operate exclusively in the State of Alaska, and not reissued until a safety analysis and economic impact statement has been completed by the FAA and reviewed by the Congress, unless the Secretary certifies that clear and convincing evidence exists that such rules should be implemented on an emergency basis to prevent a clear and present threat to passenger safety.

Soundproofing of educational buildings.—Section 301(c) of the 1987 amendments to the Aviation Safety and Noise Abatement Act of 1979 authorized the Secretary to award grants to airport operators and local governments for projects to soundproof public buildings used for educational or medical purposes in a noise-impacted area. It has come to the Committee's attention that, under a narrow interpretation of the term "public building," FAA has taken the position that it does not have the authority under that section to grant applications to soundproof schools that are not publicly owned and operated. The Committee has included bill lan-

guage which authorizes the soundproofing of any building used for education or medical purposes, and authorizes the Secretary to grant moneys for the soundproofing of schools irrespective of their governmental or private ownership or affiliation.

Instrument landing systems.—The Committee has included bill language, also included by the House, which transfers the ownership of ILS's purchased with grant funds from the airport sponsor to the FAA. This change would also make the FAA responsible for operation and maintenance of the transferred equipment.

Atlantic City Airport.—The Committee has included bill language to allow the sale of Atlantic City International Airport in Pomona, NJ, to the State of New Jersey to proceed. The Committee believes that development of the Atlantic City Airport can make an important addition to the national aviation system, as well as to the local economy. The sale of the airport involves the transfer of the facility from one public entity to another. This provision deems payments by the State of New Jersey to the city of Atlantic City not to be airport revenues. It would not relieve the State, as the new owner, from other relevant responsibilities as the airport sponsor.

O'Hare slots.—A general provision is included that would require the Secretary to develop and implement a plan by January 1, 1992, for essential air service to O'Hare Airport for those points (five) that formerly had service to O'Hare but temporarily lost it. Past experience at these points indicates that they can be served without subsidy if they are permitted to continue their O'Hare service, but that otherwise they will require subsidy. It is also important to assure retention of O'Hare service and provide necessary slots for EAS locations currently receiving O'Hare service, to preclude or minimize any future subsidy needs. The Department's rules (14 CFR 90.219) already envision that slots be made available for essential air service. However, the Department has refused to make slots available, even when significant subsidy savings would result. The actual usage of slots at O'Hare is significantly below that allowed by the high-density traffic rule.

Tower replacements.—In fiscal year 1991, \$4,000,000 was appropriated to replace the air traffic control tower at Luis Munoz Marin International Airport in San Juan, PR. At that time the Puerto Rico Ports Authority was proposing to build the air tower and enter into a 4- to 5-year lease-purchase agreement with the FAA.

The administration is now proposing to fully fund the procurement of this tower, thus eliminating the need for a lease-purchase agreement. This change in the tower procurement process, however, may adversely delay the schedule of other major airport improvements at Luis Munoz Marin. Unless the airport tower and these other improvements are concurrently constructed, airport operations may subsequently be restricted, primarily for line-of-sight safety reasons, until the tower is completed.

To avoid the possibility of these restrictions, the Committee directs the FAA to enter into a sole source procurement contract with the Puerto Rico Ports Authority to take advantage of the tower design and preliminary engineering the ports authority has already developed and to expedite the tower construction process

by permitting the ports authority to issue requests for bid to construct the tower. The Puerto Rico Ports Authority, however, will be required to insure free and open competition for the construction of the tower by complying with all Federal acquisition regulations.

Ames, IA.—The Committee has included a general provision that allows the municipal airport at Ames, IA, to receive up to \$141,713 for the normal Federal share of costs for airport improvements from the airport improvement discretionary funds to cover unexpectedly large costs of land needed for the airport.

Noise mitigation review.—The Committee has included bill language directing the FAA to undertake a noise mitigation study with respect to New York and Connecticut. It is the Committee's expectation that FAA will expedite this review and present its findings by May 1992.

Aviation security.—The Aviation Security Improvement Act of 1990 authorizes the FAA Administrator to issue regulations requiring individuals with unescorted access to secured areas of FAR part 107 airports to undergo criminal history record checks through the FBI Fingerprinting Division.

Airports cannot perform criminal background checks until the FAA issues regulations giving airports access to the FBI files. Because there was no statutory deadline on the issuance of this regulation and due to a significant backlog of proposed regulations presently on hold at the FAA, estimates are that the final criminal background history regulations might not be issued until early 1993. By directing FAA to issue regulations and make them effective within 240 days, aviation security will be enhanced through the expeditious development of criminal background check procedures.

Flight service stations.—The Committee has included, section 347, bill language prohibiting the consolidation of flight service stations, except those in Laramie, Rawlins, and Rock Springs, WY, for a period of 12 months following the submission of a new auxiliary plan to Congress, currently scheduled for October 1991. This window will provide the Committee on Commerce, Science, and Transportation, and the Committee on Appropriations, an opportunity to review the proposed plan in detail to determine its impact on the safety of the air transportation system. If Congress determines that the plan, or segments of the plan, are acceptable and could be implemented before the 12-month review period, it may enact legislation authorizing the FAA to implement the plan, or segments of the plan, using funds appropriated in this act.

Stage 2 aircraft in Hawaii.—The Committee has included, section 349, an amendment intended to ensure that Hawaii does not become a dumping ground for stage 2 aircraft after they have been phased out under current law. It will extend the nonaddition rule to the Hawaii markets by limiting the number of stage 2 aircraft, weighing more than 75,000 pounds, to those currently serving overseas and foreign air transportation service to, from, or within the State of Hawaii, and limiting the exemption from the nonaddition rule and the compliance schedule to those aircraft operated, owned, or leased by those carriers which operated turnaround service with the State of Hawaii. Turnaround service within the State of Hawaii refers to the operation of local flights between two Hawaii cities

and/or counties which also serve as the origin and destination for those flights.

FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1991	\$2,095,407,000
Budget estimate, 1992	2,700,000,000
House allowance	2,469,500,000
Committee recommendation	2,557,807,000

Under the "Facilities and equipment" appropriation, safety, capacity and efficiency of the Federal airway system are improved by the procurement and installation of new equipment and the construction and modernization of facilities to keep pace with aeronautical activity and in accordance with the Federal Aviation Administration's comprehensive national airspace system [NAS] plan. -

NAS PLAN MILESTONES FOR MAJOR SYSTEM ACQUISITIONS

System name	Year of first-site implementation			Year of last-site implementation		
	1983 plan	1989 plan	1990 plan	1983 plan	1989 plan	1990 plan
Advanced automation system [AAS]	1990	1994	1992	1994	2000	2001
Air route surveillance radar:						
ARSR-4	1985	1988	1993	1995	1996	1996
ASR-9	1985	1989	1989	1992	1993	1992
Automated weather observing system [AWOS]	1986	1989	1989	1990	1994	1994
Central weather processor [CWP]	1990	1990	1991	1991	1996	1996
Flight service automation system [FSAS]	1984	1986	1986	1989	1994	1994
Microwave landing system [MLS]	1985	1988	1997	1999	2004	2004
Mode S	1986	1992	1992	1993	2000	1996
Radio communication links [RCL]	1985	1986	1986	1989	1993	1993
Terminal doppler weather radar [TDWR]		1993	1993		1996	1996
Voice switching and control systems [VSCS]	1989	1993	1994	1992	1995	1996

¹ The TDWR was not included in the 1983 NAS plan.

Source: FAA 1983, 1989 NAS plans, and 1990 CIP.

NAS PLAN SYSTEM ACQUISITIONS—REASONS FOR DELAY

System name	Reasons for delays
Advanced automation system [AAS]	Original delays due to underestimation of software and hardware requirements; latest delays due to bid protests. Latest 19-month delay primarily due to underestimation of software and addition of new requirements.
Air route surveillance radar [ARSR-4]	Changes in requirements—number of radars to be purchased. No schedule changes since contract award.
Air route surveillance radar [ASR-9]	Hardware and software development problems.
Automated weather observing system [AWOS]	Contractor difficulties complying with requirements and failure to perform quality assurance procedures.
Central weather processor [CWP]	Underestimation of software development requirement. During development phase, first phase [MWP] delayed due to software problems uncovered during testing.
Flight service automation system [FSAS]	Software development problems with model 1 systems. Current model 1 full-capacity systems are experiencing testing problems which will slip first implementation.
Microwave landing system [MLS]	Delays encountered by contractor due to software problems. Subsequent buys delayed by FAA's need to demonstrate MLS benefits.
Mode S	Hardware and software development problems.
Radio communication links [RCL]	Per FAA—late program approval from OST and more competitive bids received than anticipated.
Terminal doppler weather radar [TDWR]	Basically on schedule.

NAS PLAN SYSTEM ACQUISITIONS—REASONS FOR DELAY—Continued

System name	Reasons for delays
Voice switching and control systems [VSCS]	Unanticipated technical difficulties by prototype contractors in meeting FAA requirements (system availability). FAA has extended the prototype phase.

The bill includes an appropriation of \$2,557,807,000 for the facilities and equipment of the Federal Aviation Administration. The funding breakdown follows:

	Fiscal year 1991 appropriation	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Air route traffic control centers	\$817,954,000	\$1,104,165,000	\$886,431,000	\$954,602,000
Airport traffic control towers	612,202,000	701,750,000	677,022,000	723,727,000
Flight service facilities	77,972,000	77,054,000	57,754,000	56,454,000
Air navigation facilities	173,930,000	179,650,000	183,193,000	189,363,000
Housing, utilities, and miscellaneous	275,306,000	378,097,000	379,532,000	374,377,000
Aircraft and related equipment	11,285,000	59,720,000	111,720,000	59,720,000
Development, test, and evaluation	16,270,000	27,900,000	27,900,000	27,900,000
Personnel compensation, benefits, and travel	110,488,000	171,664,000	145,948,000	171,664,000
Total	2,095,407,000	2,700,000,000	2,469,500,000	2,557,807,000

The Committee's recommended distributions of the funds for each of the major accounts are as follows:

	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Air route traffic control centers:			
Long-range radar	\$85,417,000	\$115,500,000	\$85,417,000
Radar microwave link replacement/expansion	16,500,000	11,000,000	11,500,000
NEXRAD	23,700,000		23,700,000
Aviation weather services	23,400,000	23,400,000	
Improve ATC en route radar facilities	28,041,000	24,540,000	25,540,000
Advanced automation system [AAS]	557,800,000	411,226,000	478,080,000
En route software development and integration	10,950,000	9,500,000	13,500,000
Central weather processor	11,500,000	6,500,000	8,300,000
Aeronautical data link	17,600,000		9,500,000
Automatic dependent surveillance	6,800,000	6,800,000	6,800,000
En route automation equipment	4,000,000	2,800,000	4,000,000
ARTCC improvement/plant modernization	50,400,000	50,400,000	50,400,000
NADIN II	5,900,000	5,900,000	5,900,000
Voice switching and control system [VSCS]	159,100,000	159,100,000	159,100,000
Communications facilities consolidation/networking	2,000,000		
High capacity voice recorders	4,800,000		
Air ground radio frequency interference elimination	3,000,000	3,000,000	3,000,000
Expand/relocate RCF's	5,000,000	5,000,000	5,000,000
Traffic management system	15,000,000	13,000,000	15,000,000
Data multiplexing network	7,400,000	7,400,000	7,400,000
Critical telecommunication support	11,000,000	9,000,000	9,000,000
Satellite communication circuit backup	2,565,000	2,565,000	2,565,000
Central flow control facility	17,700,000		2,000,000
ANICS (Alaska)	13,500,000	13,500,000	13,500,000
ARTCC operational support space	9,000,000		9,000,000
ARTCC communications and control facilities	12,092,000	6,300,000	6,300,000
Subtotal, air route traffic control centers	1,104,165,000	886,431,000	954,602,000
Airport traffic control towers:			
Airport surveillance radars [ASR]	17,600,000	41,600,000	57,600,000

	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Terminal doppler weather radar	21,000,000	31,000,000	21,000,000
Mode S	47,800,000	47,800,000	47,800,000
D-BRITE	3,000,000	3,000,000	3,000,000
Precision runway monitors	15,000,000	35,000,000	35,000,000
Airport movement area safety system	13,000,000		
Converging runway display aid	2,800,000	2,800,000	2,800,000
Terminal radar systems	3,007,000	14,007,000	28,007,000
Enhance ARTS-IIIA capacity in MCI	38,900,000	38,900,000	30,910,000
Southern California TRACON consolidation	18,800,000	17,200,000	17,200,000
Dallas/Fort Worth Metroplex	53,500,000	53,500,000	53,500,000
Terminal software development	10,900,000	3,545,000	7,090,000
ARTS radar positions displays	7,000,000	7,000,000	7,000,000
Planning for new airport	3,000,000		
Chicago TRACON relocation	48,100,000	48,100,000	48,100,000
Terminal automation	2,800,000	2,800,000	2,800,000
ATC/AF simulation—stand alone radar training system [SARTS]	10,000,000	10,000,000	10,000,000
Remote maintenance monitoring	30,200,000	19,000,000	19,000,000
Replace terminal facilities	70,273,000	84,000,000	87,000,000
Establish ATC towers	3,204,000	3,204,000	3,204,000
Modernize ATCT/TRACON	18,864,000	18,864,000	21,114,000
Replace emergency transceivers	9,000,000		9,000,000
New Denver airport	45,000,000	41,700,000	41,700,000
Terminal voice switch replacement [TVSR]	20,000,000		20,000,000
Interim support plan	136,000,000	102,000,000	102,000,000
ATCT intraconnectivity program	4,700,000	4,700,000	4,700,000
Radio control equipment [RCE]	15,000,000	6,000,000	2,900,000
DOD/FAA air traffic control facilities	7,800,000	7,800,000	7,800,000
Integrated communications switching system [ICSS]	10,600,000	10,600,000	10,600,000
Improve terminal communications	14,902,000	14,902,000	14,902,000
ASDE structural modification		8,000,000	8,000,000
Subtotal, airport traffic control towers	701,750,000	677,022,000	723,727,000
Flight service facilities:			
Flight service station modernization	36,800,000	24,200,000	24,200,000
Weather message switching center replacement	1,000,000	1,000,000	1,000,000
Very high frequency direction finder network	8,000,000		
Automated surface observing system [ASOS]	27,000,000	27,000,000	27,000,000
Improve flight service facilities	4,254,000	5,554,000	4,254,000
Subtotal, flight service facilities	77,054,000	57,754,000	56,454,000
Air navigation facilities:			
VOR/DME	30,381,000	22,000,000	22,000,000
Loran-C monitor system enhancements	3,200,000	3,200,000	3,200,000
Global positioning system integrity assurance	2,900,000	2,900,000	2,900,000
Loran-C flight following	1,200,000	1,200,000	1,200,000
Microwave landing system	55,000,000	55,000,000	55,000,000
Approach lighting systems improvement	15,700,000	15,700,000	15,700,000
Replace instrument landing systems	29,900,000	35,465,000	37,965,000
Establish instrument landing systems	9,971,000	15,000,000	18,000,000
Establish/expand visual nav aids	16,498,000	16,498,000	16,498,000
LLWAS enhancement	4,100,000	4,100,000	4,100,000
Establish/modernize runway visual range	3,300,000	4,630,000	5,300,000
ILS and visual nav aids engineering/component sparing	4,000,000	4,000,000	4,000,000
Automated flight procedures development capability	1,500,000	1,500,000	1,500,000
Takeover of non-Federal ILS's	2,000,000	2,000,000	2,000,000
Subtotal, air navigation facilities	179,650,000	183,193,000	189,363,000
Housing, utilities, and miscellaneous facilities:			
Provide FAA housing	5,500,000	4,000,000	4,000,000
ADP facilities management	25,000,000	28,300,000	25,000,000
Modernize/improve FAA buildings and equipment	22,000,000	22,000,000	22,000,000

	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Improve/replace electrical power systems	14,000,000	11,680,000	11,680,000
Employee safety for ATCT	10,800,000	15,000,000	10,800,000
Fuel storage tanks replacement/monitoring	11,000,000	11,000,000	11,000,000
Automated documentation development and maintenance [ADDM]	8,800,000	3,000,000	5,800,000
Purchase land/easement for existing facilities	8,000,000	5,000,000	5,000,000
Airport Datum Monument Program	1,500,000	1,500,000	1,500,000
Computer aided engineering graphics system	2,200,000	2,200,000	2,200,000
NAS management automation	5,000,000	5,000,000	5,000,000
Replace test equipment	4,300,000	15,000,000	4,300,000
NAS recovery communications	6,645,000	.....	6,645,000
Explosive detection systems	4,790,000	4,790,000	6,790,000
System engineering and support service	125,600,000	112,000,000	120,000,000
Air navigational aids and ATC support	3,500,000	3,500,000	3,500,000
Air navigational facility/ATC system support	8,250,000	8,250,000	8,250,000
Frequency and spectrum engineering	2,200,000	2,200,000	2,200,000
Independent operational test and evaluation support	5,900,000	7,000,000	5,900,000
In-plant NAS contract support	4,800,000	4,800,000	4,800,000
Hazardous materials management	20,000,000	20,000,000	20,000,000
Airmen and aircraft registry	10,300,000	10,300,000	2,000,000
Human resource management plan for NAS transition/imple- mentation	1,500,000	1,500,000	1,500,000
Implementation of NAS modernization	8,000,000	7,000,000	8,000,000
Aviation safety analysis system	15,000,000	15,000,000	15,000,000
Computer based instruction	7,000,000	3,200,000	5,000,000
Dynamic ocean tracking system integration [DOTS]	312,000	312,000	312,000
National airspace integrated logistic support [NAIS]	8,000,000	12,000,000	8,000,000
Replace controller chairs	2,700,000	5,500,000	2,700,000
Logistics support services	6,700,000	6,700,000	6,700,000
National simulator laboratory [NSL]	2,000,000	.....	.....
Aero center training and support facilities	3,500,000	3,500,000	3,500,000
Mike Monroney Aeronautical Center—lease	10,300,000	10,300,000	10,300,000
Airway Science Program	3,000,000	10,000,000	25,000,000
Acquisition oversight .....	.....	4,000,000	.....
Software development .....	.....	4,000,000	.....
Subtotal, housing, utilities, and miscellaneous facilities	378,097,000	379,532,000	374,377,000
Aircraft and related equipment:			
Procure flight inspection aircraft	26,000,000	78,000,000	26,000,000
Upgrade flight inspection CV-580 aircraft	6,300,000	6,300,000	6,300,000
Cockpit voice and flight data recorders	1,800,000	1,800,000	1,800,000
Aircraft items	8,285,000	8,285,000	8,285,000
Maintenance TACAN simulator	1,300,000	1,300,000	1,300,000
Aircraft windshear warning systems	500,000	500,000	500,000
Phase II aircraft turboprop simulator	12,800,000	12,800,000	12,800,000
Aircraft training devices	235,000	235,000	235,000
Upgrade Sikorsky S-76 helicopter	600,000	600,000	600,000
Electronic flight instrumentation system	1,900,000	1,900,000	1,900,000
Subtotal, aircraft and related equipment	59,720,000	111,720,000	59,720,000
Development, test, and evaluation:			
FAA Technical Center Building lease	5,290,000	5,290,000	5,290,000
Utilities plant modifications	3,400,000	3,400,000	3,400,000
General airport improvements	1,700,000	1,700,000	1,700,000
Fuels research facility	1,810,000	1,810,000	1,810,000
Nondestructive evaluation laboratory	2,000,000	2,000,000	2,000,000
NAS modernization of system support laboratory	4,000,000	4,000,000	4,000,000
Technical Center Research and Development Laboratory	2,000,000	2,000,000	2,000,000
Technical center facilities	7,700,000	7,700,000	7,700,000
Subtotal, development, test, and evaluation	27,900,000	27,900,000	27,900,000

	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Personnel compensation, benefits, and travel:			
Establishment/improvement of facilities.....	156,716,000	131,000,000	156,716,000
Flight inspection.....	1,808,000	1,808,000	1,808,000
Factory inspection/acquisition activities.....	8,595,000	8,595,000	8,595,000
Aeronautical Center.....	4,545,000	4,545,000	4,545,000
Subtotal, personnel compensation, benefits, and travel.....	171,664,000	145,948,000	171,664,000
Total appropriation.....	2,700,000,000	2,469,500,000	2,557,807,000

AIR ROUTE TRAFFIC CONTROL CENTERS

The Committee recommends \$954,602,000 for various improvements at air route traffic control (en route) centers.

Long-range radar.—The House has increased the administration's request for long-range radar. These radars are to replace obsolete surveillance system radars at 39 joint FAA and U.S. Air Force sites. The fiscal year 1992 request provides funding for the purchase of eight additional radars and for spares, testing, and field implementation. In addition, funding is requested for test equipment and site implementation for 26 systems purchased with previous appropriations. The Committee recommends the budget request.

Radar microwave link replacement/expansion.—The House has reduced funding for the radar microwave link replacement/expansion program. The RCL program is to replace equipment at 750 outdated sites which have become expensive to maintain, and to expand to 250 new sites to form a national microwave radio network. Because of delays since the budget submission associated with this program, the Committee has reduced funding by \$5,000,000.

NEXRAD.—The Committee does not concur with the House reduction. The Committee is aware of contractor problems with this contract which is a joint contract with the Department of Defense and Department of Commerce. Funding, however, is provided to satisfy DOT's 20-percent share of the contract.

Aviation weather improvements.—FAA is requesting fiscal year 1992 funds for three separate projects under this budget line item: \$7,400,000 for the aviation weather products generator [AWPG] project, \$8,000,000 for the integrated terminal weather system [ITWS], and \$8,000,000 for weather service technology enhancements [WSTE].

All three of the projects are in the very early stages of their development. It is anticipated that the AWPG prototype will be developed by 1994 and the ITWS prototype by 1993. Both the AWPG and the ITWS depend heavily on sensors and programs not yet fielded.

While these new systems have been included in the capital investment plan and the budget, the Committee is concerned about growing weather requirements at FAA and the lack of an overall plan. FAA is currently working on an overall national aviation weather plan with the National Weather Service and other Federal

agencies. However, this plan will not be complete until later this year. The Committee understands that aviation weather requirements are to be validated by system users and prioritized in the new plan.

The Committee recommends deferring all \$23,400,000 in this line item until FAA has greater confidence that these systems are both feasible and required. If FAA feels the urgent need to fund these efforts, basic research and algorithm development, the foundation of integrated systems, would be more appropriately funded in the research, engineering, and development appropriation.

ATC en route improvements.—The Committee has reduced by \$1,200,000 the request for en route facilities improvements.

Central weather processor.—The central weather processor [CWP] is designed to improve the collection, synthesis, and dissemination of weather information across the national airspace system [NAS]; \$3,200,000 was requested by the administration for continued work on the prototype being developed at the Jet Propulsion Laboratories.

Given the uncertainty about the real-time weather processor [RWP] components requirements and what type of facilities and equipment RWP is to interface with, the Committee recommends deferring the \$3,200,000 request for RWP prototype development in fiscal year 1992 until the plans for RWP are reevaluated and thoroughly analyzed.

Aeronautical data link.—The Committee has reduced the amount requested for the data link program by \$8,000,000 which is the amount associated with hardware and software development in Build Two. A fully competitive procurement for Build Two will take approximately 18 months and, therefore, would not be awarded until early 1992.

Advanced automation system [AAS].—The advanced automation system [AAS] is intended to replace air traffic control systems with new hardware, software, and work stations. Included within FAA's fiscal year 1992 request of \$557,800,000 is \$114,790,000 for implementation costs primarily covering the modernization of air route traffic control center [ARTCC] facilities to allow for AAS installation. To meet the requirements of the new work stations and other AAS equipment, FAA is procuring new power systems for each of its ARTCC's.

The recently announced 19-month delay in the implementation of controller work stations and subsequent phases of AAS will mitigate the consequences of delays in procuring the power systems. Under the revised schedule, work stations are not to be operational at centers until August 1995 to May 1997. Because of this and the possible procurement-related delay, it is no longer critical that FAA have full funds for equipment and installation before fiscal year 1993. Accordingly, the fiscal year 1992 request will be reduced by \$79,720,000.

Voice switching and control system [VSCS].—The VSCS is intended to provide a computer-controlled voice system for both ground-to-ground and air-to-air communications that will be deployed at 23 air traffic control centers and is expected to serve up to 430 positions at each center. VSCS will provide communications for new

controller workstations being developed under the advanced automation system.

The Committee is concerned about the continued problems with the voice switching and control system, FAA's costly and complex effort to improve voice communications at air traffic control facilities nationwide. After nearly 5 years of development, neither VSCS contractor has been able to successfully produce a prototype system that meets FAA's requirements. As a result, costs have continued to climb and scheduled implementation has been further delayed. Total project costs, originally estimated at \$258,000,000 in 1982, have escalated almost 500 percent, to \$1,500,000,000. Implementation of VSCS at the first operational site has been delayed 8 years, from 1986 to 1994.

Both VSCS contractors will again be conducting critical testing of their prototypes from July to September of this year. Should both contractors again fail this testing, the future of VSCS would be very uncertain and important decisions would need to be made about the direction of this costly project. Accordingly, FAA is directed to report to this Committee on the results of the contractors' VSCS testing no later than October 25, 1991. Furthermore, FAA shall not obligate any fiscal year 1992 appropriations for VSCS until such time that the Committee is satisfied with the direction of the program.

Relocate central flow facility.—This project provides for moving the central flow control facility from the FAA headquarter building to a temporary Washington, DC, suburban site. FAA believes the current facility is too small to accommodate necessary additional equipment and operational positions. FAA also believes it is inappropriate to house operational functions in an administrative building such as FAA headquarters. As part of this project, the notice to airmen system will also be replaced and relocated to the new central flow control facility. FAA is requesting \$17,700,000 to consolidate and move these systems. The Committee understands that the systems engineering and integration contractor for modernization projects is working on a benefit-cost study for the project including studying all sites previously surveyed, including Oak Ridge, TN. FAA is directed to report back to the Committee by February 15, 1992, on the cost-benefit study associated with relocating the central flow facility.

Until the benefit-cost study is complete, the Committee cannot be certain that the project is an efficient use of funds. Of the \$17,700,000, \$2,000,000 is for program management. Since FAA is still studying the concept, including site selection both temporary and permanent, the Committee has provided funding for program management.

The Committee concurs with the House Committee that aircraft situation display [ASD] data should be provided to U.S. air carriers and other related industry users for their operational use. The Committee believes, however, that sufficient time has elapsed for FAA to have developed a plan for use of the ASD by carriers. The Committee, therefore, directs that the plan called for by the House be available by November 15, 1991, and that ASD data be available by February 15, 1992.

Air route traffic control centers.—The Committee does not concur with the House's reduction of \$9,000,000 for operational support space but does concur with the reduction of \$5,792,000 for en route communications, and agrees with the House observation that a decision needs to be made on the number of area control facilities that will eventually be commissioned. Approximately 23 area control facilities [ACF's] will provide en route air traffic control and terminal arrival/departure operations as a result of facility consolidations. A number of F&E projects' schedules and funding depend on the final number and location of the ACF's.

Air route traffic control centers

Long-range radar sites:

FAA Aeronautical Center
 Mill Valley, CA
 Makah, WA
 Oceana, VA
 Lake Charles, LA
 Paso Robles, CA
 Crescent City, CA
 Jedburt, SC
 Mount Santa Rosa, Guam
 Tyndell, FL
 Salem, OR
 Gibbsboro, NJ
 Ellington, TX
 Watford City, ND
 Slidell, LA
 Cross City, FL
 Fort Fisher, NC
 Bucks Harbor, ME ¹
 El Paso, TX ¹
 Phoenix, AZ ¹
 Richmond, FL ¹
 Nashwauk, MN ¹
 Lakeside, MT ¹
 Mount Kaala, NY ¹
 Sonora, TX ¹
 Kenai, AK ¹
 Whitehouse, FL ²
 Riverhead, NY ²
 Deming, NM ²
 Empire, MI ²
 Finley, ND ²
 Utica, NY ²
 Mica Peak, WA ²
 Mount Laguna, CA ²
 Malmstrom, MT
 Patrick, FL
 Odessa, FL
 Fort Lonesome, FL
 North Truro, MA
 Oilton, TX

¹ Funded in fiscal year 1991.

² Funded in fiscal year 1992.

AIRPORT TRAFFIC CONTROL TOWERS

The Committee's recommendation is for \$723,727,000.

Airport surveillance radars [ASR].—The Committee has included an additional \$40,000,000 above that requested for procurement of additional ASR-9 radars. These radars, which originally had hard-

ware and software development problems, now seem to be a major improvement over the existing radars that are anywhere from 10 to 15 years old. The FAA should make every effort to take advantage of its contract option in this area to procure additional radars and negotiate with the manufacturers to keep the production lines open so that as many of the originally unfunded 100 sites with the highest benefit/cost ratios receive the necessary equipment in an orderly fashion.

Terminal doppler weather radar.—The Committee is not aware that a performance incentive fee is required for this project and has not included funds above that requested.

Terminal radar upgrades.—The Committee has concurred with the additional \$11,000,000 in funding provided by the House for installation of an ANR approach radar system in Roswell, NM, and has also provided \$14,000,000 for an upgraded approach radar system in the vicinity of the Eastern West Virginia Airport in Martinsburg, WV.

Precision runway monitors.—The FAA has conducted demonstrations of two new precision runway monitor systems which are intended to improve runway capacity and safety by reducing the required spacing on independent parallel runways. These systems have also shown potential for improving capacity and safety for independent converging runways. The Committee concurs with the House's observation regarding this program and also questions the request of FAA to procure modification kits to the MODE S radar before that radar has met its original performance specifications. The Committee, too, has heard from airport and major airline officials that precision runway monitors offer a real opportunity to improve runway capacity and safety. For these reasons, the Committee supports the House's position regarding the procurement of the electronic scan [E-SCAN] technology but has not included bill language in the area of procuring, installing, and commissioning the E-SCAN system.

Airport movement area safety system [AMASS].—This project is an enhancement to the airport surface detection equipment [ASDE-3] radar that is scheduled to be deployed at 29 airports across the United States. AMASS will provide air traffic controllers with audio and visual alerts of potential runway incursions. FAA is requesting \$13,000,000 in fiscal year 1992 to procure seven airport movement area safety systems for the first seven airports to receive ASDE-3. This request also includes \$5,000,000 to procure one additional ASDE-3 to test AMASS.

AMASS has only undergone limited prototype testing at the ASDE-3 test facility at Pittsburgh Airport. Comprehensive testing in an airport environment is not scheduled to take place until January 1992. AMASS still needs some refinement to be an effective alert system for air traffic controllers.

The Committee believes that FAA's request for seven AMASS devices, training, site preparation, and one additional ASDE-3 at a cost of about \$13,000,000 can be deferred until 1993 when testing has confirmed the capabilities of the system.

ARTS-III capacity enhancement.—FAA's request of \$38,900,000 is for the continuing procurement of ARTS-III software and hardware for large terminal radar approach control facilities, or TRA-

CON's. This procurement includes the installation of the mode C intruder function, which is to warn of a potential conflict between a controlled and uncontrolled aircraft.

FAA's fiscal year 1992 request can be reduced by \$7,990,000, because mode C intruder software installation will not begin until November 1993; therefore, installation, support, and training costs are deleted.

Los Angeles basin facilities consolidation.—The Committee concurs with the reduction taken by the House.

Dallas/Fort Worth Metroplex.—FAA is requesting \$53,500,000 for the third year of funding for expansion of the Dallas/Fort Worth Metroplex. This request is for various facilities and equipment items including a tower, new ASR-9 radar, instrument landing systems, and navigational devices.

At this time, it is not clear that the House Committee will approve the FAA fiscal year 1991 reprogramming request, which would have provided this project an additional \$14,000,000 in 1991. The Committee was originally concerned that approximately \$28,000,000 of the fiscal year 1992 request, which was associated with the expansion of the TRACON facility, could be deferred until 1993. Given the uncertainty of the fiscal year 1991 reprogramming, however, the Committee provides the full amount requested for fiscal year 1992, acknowledging that some of these funds would be used for activities requested in the reprogramming.

Remote maintenance monitoring [RMM].—FAA is requesting \$30,200,000 in fiscal year 1992 to continue its multiyear procurement of the remote maintenance monitoring system [RMMS]. RMMS will enable FAA to perform automated performance monitoring, routine control functions, and certification for remote FAA facilities from a central location.

The largest component of the fiscal year 1992 request, \$11,200,000, is for the maintenance control centers [MCC's]. After spending over \$34,000,000 on a contract for 22 MCC systems, FAA closed out the contract without receiving 1 working system that met its requirements. FAA combined the program within RMMS and is now in the process of revalidating the requirements for MCC.

The Committee believes that the \$11,200,000 MCC component of the RMMS funding request could be deferred until fiscal year 1993. Funding for MCC should only be appropriated after FAA has complete reevaluating its requirements for the system and developed an acquisition strategy based on the new requirements.

Interim support plan.—The Committee has reduced the funding by \$34,000,000 based on an overestimate on the uninterruptable power supply costs. Under the interim support plan, two ASR-9 radars are funded—Lynchburg, VA, and Yakima, WA; and, ancillary equipment for Medford, OR, and Fayetteville, AK.

Tower replacements.—The Committee has provided \$16,727,000 above the amount requested for airport traffic control tower replacements. The additional funds are for the following tower replacements: Portland, OR, \$1,000,000; Kenosha, WI, \$1,000,000; Kissimmee, FL, \$100,000; Brookley Field, Mobile, AL, \$1,000,000; McKellar-Sipes, Jackson, TN, \$427,000; Pangborn Memorial, Wen-

atchie, WA, \$1,000,000; Stewart International, NY, \$3,000,000; Standiford Field, Louisville, KY, \$3,000,000.

Tower/TRACON modernization.—The Committee has provided the full amount requested by the administration for this program. In addition, the Committee has provided additional funding of \$1,750,000 for a terminal radar approach in the tower cab at Redmond Municipal Airport, OR.

Replacement of emergency transceivers.—FAA is requesting \$9,000,000 for the replacement of aging emergency UHF and VHF transceiver equipment in ATC towers and TRACON facilities. The new equipment is necessary to provide reliable backup transceiver communications for critical air traffic operations in the event of an emergency. Due to an earlier reprogramming request, this will be the first year of a multiyear program. Recently, FAA's Office of Acquisition Policy and Oversight placed the program's request to purchase 302 rack mounted transceivers on hold. The acquisition office questions whether hand held transceivers would meet the program's requirements as effectively as the rack mounted units initially requested.

The Committee believes that the \$9,000,000 can be deferred until fiscal year 1993.

Radio control equipment.—This project provides for the replacement of existing radio signaling and tone control equipment. The new equipment is designed to eliminate operational deficiencies and improve air to ground services. To date over \$200,000,000 has been appropriated for this project out of a total estimated cost of \$302,800,000. FAA is requesting \$15,000,000 in fiscal year 1992 funds to complete installation of radio control equipment [RCE] at selected terminal facilities.

Of the \$15,000,000 request, \$2,900,000 is for program management. The Committee believes that, given the design problems and missed delivery dates associated with the project, the \$12,100,000 in installation costs can be deferred. Since the Committee believes the RCE program will continue in some form, the \$2,900,000 will still be needed by the program office.

Airport traffic control towers

Terminal doppler weather radar locations:

- Aeronautical Center, OK ¹
- Memphis, TN ¹
- Houston (Intercon.), TX
- Fort Lauderdale, FL ¹
- Denver (new airport), CO ¹
- Atlanta, GA ¹
- Chicago (O'Hare), IL ¹
- New York (Kennedy), NY ¹
- Miami, FL ¹
- Dallas/Fort Worth, TX ¹
- Newark, NJ ¹
- Orlando, FL ¹
- St. Louis, MO ¹
- Pittsburgh, PA ¹
- Tampa, FL ¹
- Andrews AFB, MD ¹
- New Orleans, LA ¹
- New York (La Guardia), NY ¹
- Minneapolis, MN ²
- Washington (National), VA ²

FAA Technical Center, NJ ²
 Detroit, MI ²
 Charlotte, NC ²
 Houston (Hobby), TX ²
 Cincinnati (Covington), KY ²
 Kansas City, MO ²
 Philadelphia, PA ²
 West Palm Beach, FL ²
 Phoenix, AZ ²
 Dallas (Love), TX ²
 Raleigh-Durham, NC ²
 Salt Lake City, UT ²
 Cleveland, OH ²
 Washington (Dulles), VA ²
 Louisville, KY ²
 Dayton, OH ²
 Baltimore, MD ²
 Boston, MA ²
 Indianapolis, IN ³
 Nashville, TN ³
 Columbus, OH ³
 Tulsa, OK ³
 San Juan, PR ³
 Milwaukee, WI ³
 Oklahoma City, OK ³
 Wichita, KS ³
 Chicago (Midway), IL ³

ASR-9 locations (complete establishment):

Charlottesville, VA
 Gainesville, FL
 Missoula, MT
 Nantucket, MA

Tower replacements:

San Diego, CA
 Santa Barbara, CA
 Chicago (Midway), IL
 Covington, KY
 Pontiac, MI
 Minneapolis, MN
 Kansas City, MO
 Syracuse, NY
 Klamath Falls, OR
 San Juan, PR
 Beaumont, TX
 Houston (Hobby), TX
 Portland, OR
 Mobile, AL
 Pangborn, WA
 Jackson, TN
 Kissimmee, FL
 Stewart International, NY
 Kenosha, WI

Tower/TRACON modernization locations:

Boise, ID
 Duluth, MN
 Elmira, NY
 Fresno, CA
 Hilo, HI
 Indianapolis, IN
 Ithaca, NY
 Lancaster, CA
 Lexington, KY
 Lincoln, NE
 Livermore, CA
 Longview, TX
 Madison, WI
 Miami, FL

Mosinee, WI
 New Bedford, MA
 Norwood, MA
 Oakland, CA
 Oklahoma City, OK
 Omaha (Offutt), NE
 Pontiac, MI
 Raleigh, NC
 Seattle, WA
 Sioux Falls, SD
 Springfield, MO
 St. Louis, MO
 Tamiami, FL
 Texarkana, AR
 Tomball, TX

¹ Funded in fiscal year 1989.

² Funded in fiscal year 1990.

³ Funded in fiscal year 1991.

FLIGHT SERVICE FACILITIES

The Committee has provided a total of \$56,454,000 for flight service facilities.

Flight service station modernization.—The Committee concurs with the reduction of \$14,000,000 associated with the program. The Committee expects that the flight service station consolidations would slow until a report on auxiliary flight service stations is provided the House and Senate Committees to ensure that such consolidations meet the needs of the administration and users of the system.

Very high frequency direction finders [DF] network.—Direction finder facilities provide emergency assistance to lost or disoriented pilots. Approximately \$78,000,000 has been appropriated in prior years. FAA is requesting \$8,000,000 in fiscal year 1992 funds for enhancements to deploy equipment to the first 115 sites.

The Committee believes the entire fiscal year 1992 request of \$8,000,000 for enhancements to the direction finder system could be deferred until the system is installed and working.

Automated surface observing system.—The 90 sites slated to receive ASOS includes:

West Plains Municipal Airport, West Plains, MO
 Hamilton-Fairfield Airport, Hamilton, OH
 South Big Horn County Airport, Greybull, WY
 Marshalltown Municipal Airport, Marshalltown, IA
 Fairfield County Airport, Lancaster, OH
 Spencer Municipal Airport, Spencer, IA
 Dayton General Airport South Airport, Dayton, OH
 Torrington Municipal Airport, Torrington, WY
 Marion Municipal Airport, Marion, OH
 Alliance Municipal Airport, Alliance, NE
 Harry Clever Field Airport, New Philadelphia, OH
 Shelby County Airport, Alabaster, AL
 Metcalf Field Airport, Toledo, OH
 Middleton Field Airport, Evergreen, AL
 Mobile Downtown Airport (Brookley), Mobile, AL
 Acadiana Regional Airport, New Iberia, LA
 Chatham Municipal Airport, Chatham, MA
 Cross Keys Airport, Cross Keys, NJ
 Port Meadville Airport, Meadville, PA
 Pryor Field Airport, Decatur, AL
 Harriman-and-West Airport, North Adams, MA
 South Jersey Regional Airport, Mount Holly, NJ

Lawrenceville-Vincennes International Airport, Lawrenceville, IL
 Fitchburg Municipal Airport, Fitchburg, MA
 Lincoln Park Airport, Lincoln Park, NJ
 Bradford Regional Airport, Bradford, PA
 Coles County Memorial Airport, Mattoon, IL
 Somerset Airport, Somerville, NJ
 Orange Municipal Airport, Orange, MA
 Trenton-Robbinsville Airport, Robbinsville, NJ
 Rostraver Airport, Monongahela, PA
 Catalina Airport, Avalon, CA
 Chautauqua County/Dunkirk Airport, Dunkirk, NY
 Pittsfield Municipal Airport, Pittsfield, MA
 Dansville Municipal Airport, Dansville, NY
 Bobby L. Chain Municipal Airport, Hattiesburg, MS
 Plymouth Municipal Airport, Plymouth, MA
 Bob Shannon Memorial Field Airport, Downingtown, PA
 Oceanside Municipal Airport, Oceanside, CA
 Wellsville Municipal-Tarantine Field, Wellsville, NY
 Capital City Airport, Frankfort, KY
 Taunton Municipal Airport, Taunton, MA
 Kayenta Airport, Kayenta, AZ
 Mercer County Airport, Bluefield, WV
 Bert Mooney Airport, Butte, MT
 Doylestown Airport, Doylestown, PA
 Outlaw Field Airport, Clarksville, TN
 Newport State Airport, Newport, RI
 Suffolk County Airport, Westhampton Beach, NY
 Gallatin Field Airport, Bozeman, MT
 Clearfield-Lawrence Airport, Clearfield, PA
 Benedum Airport, Clarksburg, WV
 Phoenix-Deer Valley Municipal Airport, Phoenix-Deer Valley, AZ
 Madera Municipal Airport, Madera, CA
 Brookhaven Airport, Shirley, NY
 Oneida County Airport, Utica, NY
 Mission Field Airport, Livingston, MT
 Pottstown Limerick Airport, Pottstown, PA
 Nogales International Airport, Nogales, AZ
 Orange County Airport, Montgomery, NY
 Rafael Hernandez Airport, Aguadilla, PR
 Wheeling Ohio County Airport, Wheeling, WV
 Westerly State Airport, Westerly, RI
 Cyril E. King Airport, Charlotte Amalie, VI
 Vicksburg Municipal Airport, Vicksburg, MS
 Frank Wiley Field Airport, Miles City, MT
 Penn Valley Airport, Selingsgrove, PA
 Oswego County Airport, Fulton, NY
 Scottsdale Municipal Airport, Scottsdale, AZ
 Hanford Municipal Airport, Hanford, CA
 Windham Airport, Willimantic, CT
 Baxter County Regional Airport, Mountain Home, AR
 Watertown Municipal Airport, Watertown, SD
 Morgantown Municipal-Walter B. Hart Field, Morgantown, WV
 York Airport, York/Thomasville, PA
 Alexander Hamilton Airport, Christiansted, VI
 St. Johns Industrial Airpark Airport, St. Johns, AZ
 Penn Yan Airport, Penn Yan, NY
 Nut Tree Airport, Vacaville, CA
 Bowling Green-Warren County Airport, Bowling Green, KY
 J. Lynn Helms Sevier County Airport, De Queen, AR
 Pierre Municipal Airport, Pierre, SD
 St. Michael Airport, St. Michael, AK
 Clinton County Airport, Plattsburgh, NY
 Oroville Municipal Airport, Oroville, CA
 Easterwood Field Airport, College Station, TX
 Bowman Field Airport, Louisville, KY
 Allen AAF, Big Delta, AK
 Meriden Markham Municipal Airport, Meriden, CT

Adirondack Airport, Saranac Lake, NY

AIR NAVIGATION FACILITIES

The Committee has provided a total of \$189,363,000.

VOR/DME.—The Committee has reduced funding for the very high frequency omnidirectional radio range [VOR] with distance measuring equipment [DME] program. The reduction, which is the same as that recommended by the House, is based on the expectation that FAA will not require funds for procurement of a low-power tactical air navigation [TACAN] antenna until fiscal year 1992. Within the funds available, the Committee directs FAA to assist Nashville International Airport with a new VORTAC system during relocation of the existing system necessitated by construction of a replacement runway.

Instrument landing system [ILS] establishment.—The Committee has provided an additional \$8,029,000 above that requested to support the establishment of additional ILS's not requested by the administration. A listing of ILS locations follows:

Instrument landing system replacement.—The Committee has provided an additional \$8,065,000 above that requested for the ILS replacement program for the below listed sites. In addition, the Committee directs that up to \$800,000 be available for relocation of the RTR No. 2 radio facility at Lambert-St. Louis, which is necessary due to extension of the light rail transit system.

Air navigation facilities

Instrument landing systems

New locations:

FAA Academy, OK
Richmond, VA
Grand Rapids, MN
Boston, MA
Louisville, KY
Albuquerque, NM
Sacramento, CA
St. Louis, MO
Birmingham, AL
Nashville, TN
Des Moines, IA

Replacements:

Pittsburgh, PA
Cleveland, OH
Richmond, VA
Milwaukee MF, WI
Windsor Locks, CT
Augusta, GA
Jacksonville, FL
Charlotte, NC
Chattanooga, TN
Shreveport, LA
San Antonio, TX
Los Angeles, CA
FAA Academy, OK
Omaha, NE
Andrews AFB, MD
Indianapolis, IN
Detroit Metro, MI
Dayton, OH
Birmingham, AL

Orlando, FL
 Louisville, KY
 Knoxville, TN
 Memphis, TN
 Oakland, CA
 Ontario, CA
 Buffalo, NY
 Rochester, NY
 Providence, RI
 Portland, OR
 Huntsville, AL
 Eugene, OR
 Raleigh, NC (2)
 Chicago (ORD), IL (2)

Runway visual range equipment locations

Locations:

Omaha, NE
 Sioux City, IA
 Lincoln, NE
 Kansas City, MO
 Elmira, NY
 Binghamton, NY
 Newark, NJ
 Erie, PA
 Chicago (ORD), IL (3)
 Dayton, OH
 Columbus, OH
 Akron Canton, OH
 Boston, MA
 Worcester, MA
 Manchester, NH
 Bellingham, WA
 Orlando, FL (2)
 Asheville, NC
 Knoxville, TN

Approach light system improvements [ALSIP]:

Minneapolis, MN
 Atlanta, GA
 Fayetteville, AR
 Carbondale, IL
 Salt Lake City, UT
 Covington, KY
 Fort Worth, TX
 Phoenix, AZ
 Cleveland (HOP), OH
 Missoula, MT
 Augusta, GA
 Wily Post, OK
 San Diego, CA
 FAA Depot, OK
 Springfield, IL
 Portsmouth, NH (RW 16)
 Portsmouth, NH (RW 34)
 Portland, OR
 San Juan, PR
 Amarillo, TX
 Honolulu, HI
 Terre Haute, IN
 West Palm Beach, FL

Expanded Visual Nav aids Program

Precision approach path indicator (39):

Poughkeepsie, NY
 Hood River, OR
 Plymouth, MA

Decatur, IL
 Fajardo, PR
 Batesville, AR
 St. Charles, MO
 Washington, IA
 Tiffin, OH
 Meridan, CT
 Pasco, WA
 Oxford, NC
 Dupage, IL
 White Plains, NY
 Sandpoint, ID
 Bangor, ME
 Tamiami, FL (2)
 San Francisco, CA (3)
 Estherville, IA
 Somerville, NJ
 Youngstown, OH
 Montpelier, VT
 Seattle-Boeing, WA
 Sanford, NC
 Oxford, CT
 Plymouth, MI
 Atlantic City, NJ
 Creswell, OR
 Albuquerque, NM (2)
 FAA Depot, OK
 Allegheny, PA
 Bellaire, MI
 Danbury, CT
 Coeur D'Alene, ID
 Evergreen, AL

Runway end identifier lights [REIL] (23):

FAA Depot, OK (2)
 Morristown, NJ
 Indianapolis, IN
 Great Falls, MT
 Oxford, MS
 Honolulu, HI (2)
 Omak, WA
 Grain Valley, MO
 Wilmington, DE
 Bridgeport, CT
 Havre, MT
 Albuquerque, NM
 Kotzebue, AK
 St. George, UT
 Springfield, MO
 Cleveland, OH
 Plymouth, MA
 Olive Branch, MS
 Amarillo, TX
 Nome, AK
 San Juan, PR

Remote radio control system [RRCS] (5):

Academy, OK
 Corvallis, OR
 College STA, TX
 International Falls, MN
 Panama City, FL

Medium-intensity approach lighting system with runway alignment identifier [MALSR] (8):

Hutchinson, KS
 Joplin, MO
 Chicago, ORD, IL (2)
 Helena, MT
 Missoula, MT

Memphis, TN (2)
 Visual approach slope indicator: Chantilly, VA
 Localizer:
 Olive Branch, MS
 Keokuk, IA
 Glide slope indicator: Dublin, GA

HOUSING, UTILITIES, AND MISCELLANEOUS

The Committee has provided a total of \$374,377,000.

Airmen/aircraft registry system.—The Anti-Drug Abuse Act of 1988 directed FAA to improve support provided to law enforcement agencies for aircraft drug interdiction and enforcement actions. In response to the act, FAA initiated a systems modernization effort designed to increase responsiveness to requests for information from law enforcement agencies. GAO's April 1991 report on this modernization effort found major shortcomings in FAA's planning.

In response to the GAO report, FAA is (1) revising its requirements, alternatives, and cost/benefit analyses, and (2) modifying procurement plans. FAA now plans to award a contract, estimated to cost \$15,000,000, in approximately February 1992 for the conversion of registry documents to digital images that can be read from optical disk technology, of which \$13,000,000 can be derived from previously appropriated funds. FAA then plans to award a contract in October 1992 for the acquisition of needed equipment.

Explosive detection systems.—In testimony before the Committee, the Committee was informed that the FAA is conducting research on eight competing technologies, including a technical advancement of the basic thermal neutron analysis [TNA] system, for automated explosive detection systems of the future. In addition, funds are being requested for research into an x-ray enhanced and fast neutron analysis system. Although the Committee is pleased that the scope of the explosive detection systems research program is expanding, the Committee is nonetheless displeased with the apparent lack of effort by the FAA to support competitive development of TNA-based explosive detection systems thus far. The lack of competition for the TNA system was a matter of concern to the President's Commission on Aviation Security and Terrorism. The Commission recommended that FAA make every possible effort to encourage the development of additional sources. Similar views were expressed by the Congressional Office of Technology Assessment. The Committee concurs in the need for such competition. Therefore, the Committee directs the FAA to initiate and support on an equal basis competitive development of x-ray enhanced and fast neutron analysis explosive detection systems, with the funds appropriated for research, engineering, and development. The Committee further directs that no funds may be obligated under this activity until the FAA has proven to the Committee that such competition development is taking place. The Committee has provided additional funding for deployment of existing hand held systems in the vapor detection area.

Systems engineering and support.—The Committee concurs with the House's reduction for this activity for the purposes stated in House Report 101-584.

Contract support.—The Committee is concerned about the growth in FAA's facilities and engineering support contracts. It is unclear to the Committee, given the existing contract with a prime systems engineering and integration contractor, how these additional support contracts can be justified. The Committee is concerned about overlap in many of these contracts that do not produce measurable improvement in FAA's ability to plan, integrate, implement, and operate the various NAS plan activities.

Aviation safety analysis system [ASAS].—The Committee supports the ASAS which is to provide a means of accessing safety-related data by the inspector work force which is critical to meeting FAA's safety-related responsibilities. The administration's request covers both the maintenance of the current system, preliminary systems design for a new system, and the first phase of procurement of new hardware and software. Funding is provided to maintain the current system and to proceed with a new systems design.

Airway science curriculum.—The Committee has provided \$22,000,000 above that requested by the administration for the airway sciences curriculum program. The Committee is concerned that FAA have the necessary personnel in the near and long term to adequately operate and manage the new environment created through the national airspace system modernization. The Committee supports the expansion and enhancement of academic programs which produce qualified candidates to enter the FAA in a variety of disciplines. The Committee expects that such grants will be used to train air traffic control specialists, avionics maintenance and testing technicians, safety inspectors, and airway computer science technicians. Within the funds provided, the Committee directs that \$989,000 be provided North Dakota State University for the development of an aeromanufacturing, engineering, and technology curriculum; \$2,500,000 be available for the distant learning program conducted by the Center for Aerospace Sciences at the University of North Dakota; \$5,000,000 for construction of a new airway science center at Northeast Louisiana University in Monroe, LA; \$5,000,000 for the Aerospace Technology Center at Southern University in Shreveport, LA; and that priority consideration be given to a \$3,900,000 request for expansion of academic, laboratory, and hangar facilities at Daniel Webster College in Nashua, NH.

Other.—The Committee generally concurs with the observations and reduction made by the House Committee to the other programs within this category.

AIRCRAFT AND RELATED EQUIPMENT

Procure flight inspection aircraft.—FAA currently has 36 aircraft in its fleet—19 of which it has recently procured, 6 of which it recently obtained from the Air Force, and 11 of which it wants to replace. This project provides for 16 new aircraft—11 that replace aging aircraft in FAA's fleet and 5 additional aircraft to meet FAA's expanding workload. The aircraft are dedicated to performing flight inspections to certify new and existing navigational equipment, check out new and existing instrument flight procedures, and analyze radio frequency signals generated by ground-based navigational equipment. FAA is requesting initial funding of

\$26,000,000 for this project. The total estimated funding needed for this project is \$247,000,000.

PERSONNEL COMPENSATION, BENEFITS, AND TRAVEL

The Committee's recommended funding level will provide for 1,743 positions and 1,514 staff-years, as requested. This is an increase of 375 positions and 188 staff-years above the fiscal year 1990 level.

MANAGEMENT, BUDGETING, ACQUISITION

The Committee generally concurs with the observations made by the House in its report 102-156 regarding the management, budgeting, and acquisition processes for the capital investment plan, formerly known as the national airspace systems plan.

The Committee has not recommended facilities and equipment [F&E] funding based on the budget activities proposed under the House's allocation. It agrees with the General Accounting Office's observation that FAA's requests for funding in this account have often blurred the differences between research, development, and full production phases for individual F&E items.

The Committee directs that FAA in consultation with GAO develop budget activities that accurately describe and monitor projects as they move from preliminary engineering, to development, to procurement, to installation, to maintenance. The Committee expects that this presentation of the budget will be part of the fiscal year 1993 budget request.

The Committee concurs with the House that FAA needs to streamline the procurement process. Establishment of the position, executive director for acquisition, has greatly helped in this regard. The House Committee's direction that the executive director meet with senior officials of the aviation industry with experience in procurement to solicit ideas on ways to improve the acquisition process is supported by the Senate Committee.

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1991	\$205,000,000
Budget estimate, 1992	210,000,000
House allowance	218,000,000
Committee recommendation	225,120,000

This appropriation finances research, engineering, and development programs to improve the national air traffic control system and to increase its safety, productivity, and capacity. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety. The major objectives are to keep the current system operating safely and efficiently; to protect the environment; and to modernize the system through improvements in facilities, equipment, techniques, and procedures in order to insure that the system will safely and efficiently handle the volume of aircraft traffic expected to materialize in the future.

The bill includes \$225,120,000 for research, engineering, and development. This level is \$15,120,000 above the budget request and

\$7,120,000 above the House allowance. The Committee suggests the following allocation:

	Fiscal year 1991 appropriation	Fiscal year 1992 budget estimate	House allowance	Committee recommendations
Air traffic control.....	\$101,846,000	\$95,034,000	\$104,714,000	\$108,034,000
Advanced computer.....	24,141,000	25,231,000	21,051,000	21,051,000
Navigation.....	3,359,000	1,209,000	1,209,000	1,209,000
Aviation weather.....	7,739,000	5,169,000	5,169,000	5,169,000
Aviation medicine.....	6,473,000	11,069,000	11,069,000	11,069,000
Aircraft safety.....	59,042,000	68,288,000	70,788,000	74,588,000
Environment.....	2,400,000	4,000,000	4,000,000	4,000,000
Total.....	205,000,000	210,000,000	218,000,000	225,120,000

AIR TRAFFIC CONTROL

The Committee recommends \$108,034,000 for the air traffic control activity. This is an increase of \$6,188,000 over the fiscal year 1991 level. This activity focuses on the adaptation and application of existing technology to the air traffic control system to enhance its operational safety, productivity, and capacity. Among the development projects funded are: an airborne traffic alert and collision avoidance system which will operate independently of the ATC system; improved switching systems for controller voice communications; automated en route air traffic control [AERA], which is a key function of the planned AAS system; and air/ground data link capability.

Technology.—The Committee recommends additional funding of \$8,000,000 for satellite application research. Given the tremendous strides made by the Department of Defense in using global positioning system [GPS] for the tracking of air and land-based movements, the Committee expects the Department of Transportation to fully examine this technique and its applicability for both general and commercial operation and to bring satellite applications to a state of operational readiness as soon as possible.

Support.—The Committee has deleted the additional funding of \$800,000 provided by the House for aviation research at Wichita State University. The Committee has included \$5,000,000 above the budget request for implementing a center of excellence for aviation research as authorized in Public Law 101-508. Such centers will serve the FAA in areas requested by the FAA; but, it is expected that immediate attention will focus on the areas of aviation safety and security, airport technology, and systems engineering. Of the amount provided, the Committee directs that up to \$3,000,000 be available for a joint center administered by Rutgers, and the Georgia Institute of Technology.

Airport capacity research.—The Committee has provided the budget request of \$40,433,000 for airport capacity research. It is clear that airport capacity limitations are emerging as a more and more serious constraint on the national aviation system. And no one doubts that there are implications for the margin of safety as terminal congestion rises.

The Committee, however, has not included the House increase of \$1,500,000 over the budget to expedite the Descent Advisor Program.

The Committee concurs with the House in the directive that the airport capacity category should include only those research and development projects whose objectives and anticipated benefits are preponderantly in the high-priority area of capacity enhancement.

ADVANCED COMPUTER

The bill includes \$21,051,000 for this activity which supports the development and deployment of NAS plan advanced automation systems for en route and terminal air traffic control. The higher levels of automation envisioned are intended to provide more reliable and safer operations in the context of expanding demand for air traffic services beyond the mid-1990's.

The Committee agrees with the House reduction of \$4,180,000 associated with FAA inhouse costs for the advanced automation system.

NAVIGATION

The Committee concurs in the House allowance of \$1,209,000 for this activity which provides for the expansion and modernization of common aeronautical navigation system facilities. Projects funded in this activity include application of the global positioning system [GPS] to the national airspace system, evaluation of methods to enhance the performance of the existing system, and examination of advanced ATC procedures with MLS curved approach and departure capabilities.

AVIATION WEATHER

The Committee recommends \$5,169,000 for this activity, which is the same as the budget request and the House allowance. The goal of the aviation weather program is to improve the timeliness and accuracy of weather information provided to the national airspace system. Elements of this activity are conducted in close cooperation with the National Weather Service, the Departments of Commerce and Defense, and the National Aeronautics and Space Administration. Among the areas emphasized are: weather radar development (terminal doppler); the central weather processor; airborne wind-shear detection; and expanded low-level windshear coverage.

AVIATION MEDICINE

The bill includes \$11,069,000 for aviation health and safety research. This is the same as the budget request and the House allowance. Projects funded under this activity focus on: the role of the human operator in the ATC system; the performance and work environment of airmen; the safety and health of pilots and aircrew; and the safety of passengers and certain ground personnel.

AIRCRAFT SAFETY

The Committee recommends \$74,588,000 for this activity which supports efforts to foster the design of safer aircraft and to increase

the security of air travel. Principal program elements include research on: aircraft cabin safety; crashworthiness; preserving airworthiness in event of system failures; and explosive/sabotage detection.

The amount recommended includes \$800,000 for the completion of research into alternative fuels for use in high powered, low weight aircraft engines that currently use leaded aviation gasoline. In light of the Clean Air Act, the Committee believes that there is a need to develop unleaded fuels, so that the long-term availability of clean fuel is assured for general aviation. Therefore, the Committee directs the FAA to complete a research program for alternative fuels and to apply the result to its internal certification process for propulsion systems and aircraft, thereby avoiding the need for duplicate testing. Emphasis should be given to developing a fuel that will be compatible with aircraft in the existing general aviation fleet, so that any necessary engine modifications will be minimal.

The Committee concurs with the House's directive that the FAA conduct testing to determine the effects of portable electronic devices [PED], including remote control devices and cellular telephones, to determine the potential of interference caused by such devices and to resolve questions concerning the use of this equipment and if and how they affect air safety. Such testing should be conducted with the Radio Technical Commission for Aeronautics, the aviation community, and representatives of the PED industry.

The Committee has provided an additional \$2,000,000 above that requested by the administration for planned lab expansion at the Center for Aviation Systems Reliability to explore new nondestructive evaluation techniques and to train evaluation engineers and technicians in systems reliability. With the passage of the Aviation Safety Research Act of 1988, the FAA is required to undertake or supervise a program to develop technologies for predicting the effects of aircraft maintenance, wear and fatigue on aircraft, and air safety. The additional funds are to aid this effort. The Committee directs that FAA continue its joint research efforts with the center to use nondestructive evaluation to predict the effects of aircraft cycles, fatigue, and maintenance. The Committee directs that the FAA maximize its support for research in this area.

The Committee is pleased with the progress to establish a Nondestructive Evaluation [NDE] Center to develop and demonstrate state-of-the-art technology for the effective and verifiable inspection of aging aircraft. The Committee expects the FAA to expedite the obligation of the \$3,400,000 appropriated for this project in the 1991 bill, and to devote up to an additional \$1,000,000 to the NDE initiative in 1992. The Committee envisions this to be a multiyear project supported by the FAA.

In addition, the Committee concurs with the House's allowance of \$500,000 for continued research and testing in the high intensity radiated fields area. The Committee believes that additional information is needed in this area so that FAA will have the most accurate information available in order to promulgate cost effective rules and regulations covering aircraft and avionics manufacture.

The Committee has not provided the House added \$800,000 for research at Wichita State University. This funding would be in addition to the \$914,000 already contained in the budget request.

The administration has requested a total of \$31,869,000 for explosives detection, weapons detection, airport security, and security systems integration. Of this amount \$23,825,000 is for explosives detection; \$3,730,000 is for weapons detection; \$2,502,000 for airport security; and, \$1,812,000 for security systems integration. The Committee supports the administration's requests in these areas; but is concerned that sufficient resources may not be available for some of the technological efforts to be competitively bid, especially in the newer areas like low vapor-pressure sheet explosives, enhanced x rays, and fast neutron analysis. Therefore, the Committee has included \$3,000,000 above that requested to advance research specifically in these areas.

ENVIRONMENT

The Committee recommends \$4,000,000 the full budget estimate, for research on aircraft noise control and pollution problems. This is the same as the House allowance. Among the major program emphases within this activity are studies supporting the development of procedures and equipment for reducing and controlling aircraft noise and engine emissions. Research is also conducted on land use compatibility planning and use restrictions.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 1991	\$1,400,000,000
Budget estimate, 1992	1,520,000,000
House allowance	1,520,000,000
Committee recommendation	1,520,000,000

The Airport and Airway Improvement Act of 1982, as amended, authorizes a program of grants of funds for airport planning and development, and noise compatibility planning and projects for public use airports in all States and territories.

The Committee recommends \$1,520,000,000 in liquidating cash for grants-in-aid for airports. This is consistent with the Committee's obligation limitation on airport grants.

LIMITATION ON OBLIGATIONS

The bill also includes a limitation on obligations for airport development and planning grants which are financed under contract authority. The limitation recommended for fiscal year 1992 is \$1,900,000,000. This is the same as the budget request and the House allowance.

The recommended amount is intended to support a more rapid expansion of airport capacity. Airport facilities are obviously a major factor in overall system capacity and safety and will become an increasingly important constraint as the volume of air traffic continues to rise. Accordingly, the Committee expects that FAA

will concentrate the resources provided, on projects that directly enhance the capacity and safety of the aviation system.

Within the obligation level recommended, the Committee directs that priority be given to grant applications involving the further development of the following airports:

Albuquerque International Airport, NM
 Allentown-Bethlehem-Easton Airport, PA
 Atlantic City International Airport, NJ
 Baltimore-Washington International Airport, MD
 Beaver Airport, OK
 Benedum Airport, WV
 Bradley International Airport, CT
 Bullhead Laughlin Airport, AZ
 Carroll County Airport, MD
 College Park Airport, MD
 Colorado Springs Municipal Airport, CO
 Dane County Airport, WI
 Donaldson Center Industrial Air Park, SC
 Eastern West Virginia Regional Airport, WV
 Easton Airport, MD
 Elmira/Corning Regional Airport, NY
 Erie Airport, PA
 Fulton County Airport, NY
 Gary Regional Airport, IN
 Greater Buffalo International Airport, NY
 Greenville Municipal Airport, MS
 Greenwood-Leflore County Airport, MS
 Gulfport-Biloxi Regional Airport, MS
 Hattiesburg-Laurel Regional Airport, MS
 Hillsboro Airport, OR
 Ithaca Tompkins County Airport, NY
 Jackson International Airport, MS
 Jacksonville International Airport, FL
 John H. Batten Field, WI
 Johnstown-Cambria Airport, PA
 John F. Kennedy International, NY
 La Guardia International, NY
 Logan County Airport, WV
 McCreary County Airport, KY
 Meridian Municipal Airport (Key Field), MS
 Midway Airport, IL
 Morristown Municipal Airport, NJ
 Nashville International Airport, TN
 Natchez-Adams County Airport, MS
 Newark International Airport, NJ
 Niagara Falls International Airport, NY
 Northeast Polk County, IA
 O'Hare International Airport, IL
 Opa Locka Airport, FL
 Orangeburg Airport, SC
 Orlando International Airport, FL
 Philadelphia International Airport, PA
 Pittsburgh International Airport, PA
 Pocahontas County Airport, WV
 Reno-Cannon International Airport, NV
 Ridgeland Airport, SC
 Roane County Airport, WV
 Seminole Airport, OK
 Shawnee Airport, OK
 Southwest Regional Airport, FL
 Stewart International Airport, NY
 Syracuse Hancock International Airport, NY
 Tampa International Airport, FL
 Taos Airport, NM
 Thomas C. Russell Airport, AL

Toledo Express Airport, OH
 Tulsa International Airport, OK
 Tupelo Municipal Airport, MS
 Water Valley Municipal Airport, MS
 Westmoreland County Airport, PA
 Wittman Regional Airport, WI
 Yellowstone Regional Airport, WY

LETTERS OF INTENT

The bill also has a separate limitation on obligations for those letters of intent issued prior to July 31, 1991. The recommended limitation assumes the following fiscal year 1992 grant allocations:

John Wayne Airport, CA.....	\$3,191,500
New Denver International Airport, CO	30,000,000
Orlando International Airport, FL.....	10,494,000
Indianapolis International Airport, IN	3,860,000
Greater Cincinnati International Airport, OH	3,971,900
Kansas City International Airport, MO	6,655,300
McCarran International Airport, NV	10,306,700
Nashville International Airport, TN	8,177,900
New Austin Airport, TX.....	18,500,000
Dallas/Fort Worth International Airport, TX.....	12,500,000
Greater Pittsburgh International Airport, PA	7,000,000
Detroit Metro Airport, MI.....	17,273,100
Toledo Express Airport, OH	534,000
Standiford Field, KY.....	15,100,000
DuPage County Airport, IL.....	9,000,000
Total.....	156,564,400

Philadelphia International Airport.—The Committee notes that the Philadelphia airport, which serves our Nation's fifth largest metropolitan area, has completed a significant part of its major capacity expansion program that includes a new runway system and additional terminals. This program is comparable to building a new airport in the Northeast corridor and will significantly benefit our national air transportation system. Accordingly, the Committee directs that priority consideration be given to Philadelphia's requests for Airport Improvement Program discretionary funds for this important expansion program.

Toledo Express Airport.—The Committee notes the significant economic benefits to the Toledo/Lucas County, OH, region to be derived by the location of a major cargo hub at the Toledo Express Airport. The Toledo-Lucas County Port Authority has committed long-term local resources for enhancing airport capacity for this facility which will play a critical role in the movement of commerce through the airport and airway system in the Midwest and provide access to additional foreign markets. Therefore, the Committee directs that priority consideration be given to the funding requests made by the Toledo-Lucas County Port Authority for this aircargo expansion project and the necessary mitigation.

Joint use at McGuire AFB.—The Committee is aware of efforts to consider the potential development of McGuire AFB, NJ, as a joint use facility. According to a report prepared for the FAA, commercial aviation operations at McGuire AFB could result in significant economic development, including 3,000 jobs and \$80,000,000 in salaries. The FAA report also cites potential benefits to the national aviation system; to reduction of delays at Newark and Philadelphia

International Airports; and to the military, in the form of reduced fixed costs and a more efficient transportation hub at McGuire.

There are, however, significant concerns about potential adverse impacts of joint use. Those concerns include: impact on military mission; potential impacts on protected natural areas; aircraft noise; and secondary developmental impacts, such as the potential need for additional roads and other infrastructure.

At a July 22, 1991, field hearing on the question of joint use at McGuire AFB, the Committee established that the Air Force and FAA consider the protection of the military mission at McGuire AFB paramount in considering any joint use proposal. Air Force policy clearly states that joint use will not be allowed if it would compromise the military mission at a facility. The Committee recommends that this policy be strictly adhered to.

The Committee takes no position at this time on the question of joint use at McGuire AFB. Prior to the preparation of a formal proposal for joint use at McGuire, the Committee expects that these issues be considered. Based on testimony at the July 22 field hearing, the Committee understands the State of New Jersey will seek airport improvement program funds in order to conduct this additional study of potential impacts. The Committee directs the FAA to give this application priority consideration, and expects the State to give local officials and potentially affected residents adequate opportunity to participate fully in the process.

Benedum Airport.—In view of very limited FAA funding available for discretionary airport improvement grants, the Committee directs the FAA to work with the Benedum Airport Authority, the National Guard, and Army Reserve and State and local authorities to facilitate the deployment of the military reserve components' engineering capabilities to resolve the problem of site preparation and to allow for future runway extension. The Committee further directs the FAA to give the highest priority to the application of Benedum Airport for discretionary airport improvement program funds.

Bradley International Airport.—The Committee continues its support of the further renovation and repair at the Bradley International Airport in Connecticut, which is the second largest airport in New England handling approximately 350 daily flights. The airport's runways were primarily constructed during World War II, and need to be reconstructed to safely handle the increasing demands on the airport.

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

Appropriations, 1991	
Budget estimate, 1992 ¹	\$1,350,000
House allowance ¹	1,350,000
Committee recommendation ¹	1,350,000

¹ Includes \$1,200,000 for debt reduction.

The Aircraft Purchase Loan Guarantee Program was established pursuant to Public Law 85-307, as amended, which gave the Secretary of Transportation the authority to provide Government guarantees of private loans to certain air carriers for the purchase of modern aircraft and equipment when financing was not otherwise

available on reasonable terms. The authority to provide new guarantees expired on October 23, 1983.

The accompanying bill contains authority for the Secretary of Transportation to borrow funds from the Treasury to cover the costs of aircraft loan defaults by air carriers on existing loans.

This program is continuing only for the purpose of making payments to private lenders upon default of existing loans by air carriers. No new loan guarantees are expected.

LIMITATION ON BORROWING AUTHORITY

The Committee has included bill language, as has the House, that permits the Secretary of Transportation to borrow up to \$9,700,000 from the Secretary of Treasury to pay for defaulted loans.

FEDERAL HIGHWAY ADMINISTRATION

SUMMARY OF FISCAL YEAR 1992 PROGRAM

The principal missions of the Federal Highway Administration are: administration, in cooperation with the States, of the Federal-aid Highway Construction Program, including the interstate, primary, bridge, secondary, and urban programs; regulation and enforcement of Federal requirements relating to the safety of operation and equipment of commercial motor carriers engaged in interstate or foreign commerce; and governing the safety in movement over the Nation's highways of dangerous cargoes such as explosives, flammables, and other hazardous material.

Under the Committee recommendation, a total program level of \$17,614,495,000 would be provided for the activities of the Federal Highway Administration for fiscal year 1992.

The following table summarizes the fiscal year 1991 program levels, the fiscal year 1992 budget estimates, the House allowance, and the Committee's recommendations:

Program	Fiscal year 1991 program level	Fiscal year 1992 budget estimate	House allowance	Committee recommendations
Limitation on general operating expenses	(\$256,415,000)	(\$352,024,000)	(\$326,400,000)	(\$479,050,000)
Highway safety research and development	5,450,000	(¹)	(¹)	(¹)
Highway-related safety grants ²	10,000,000	35,000,000	10,000,000	10,000,000
(Liquidation of contract authority)	(10,000,000)	(20,000,000)	(10,000,000)	(20,000,000)
Railroad/highway crossings demonstration projects	14,450,000		13,270,000	
Federal-aid highways ²	14,500,000,000	15,722,000,000	16,200,000,000	17,098,460,000
(Liquidation of contract authority)	(14,300,000,000)	(14,900,000,000)	(15,100,000,000)	(15,400,000,000)
Right-of-way revolving fund ³	(42,500,000)	(⁴)	(70,000,000)	(42,500,000)
Motor carrier safety	40,000,000	49,317,000	48,417,000	46,000,000
Motor carrier safety grants ²	61,500,000	60,000,000	60,000,000	65,500,000
(Liquidation of contract authority)	(63,000,000)	(62,000,000)	(62,000,000)	(62,000,000)
University transportation centers	5,000,000	7,000,000	5,000,000	7,000,000
Other highway programs	452,145,000		303,680,000	387,535,000
Total	15,088,545,000	15,873,317,000	16,640,367,000	17,614,495,000

¹ The administration would fund this program under the limitation for Federal-aid highways.

² Obligation ceiling on contract authority.

³ Limitation on direct loans.

⁴ No limit.

LIMITATION ON GENERAL OPERATING EXPENSES

Appropriations, 1991	(\$256,415,000)
Budget estimate, 1992	(352,024,000)
House allowance	(326,400,000)
Committee recommendation	(479,950,000)

The limitation on general operating expenses controls spending for virtually all the salaries, expenses, and research and development programs of the Federal Highway Administration.

The Committee recommends that a limitation of \$479,050,000 be provided for salaries and expenses of the Federal Highway Administration.

The following table reflects the Committee's recommendation, the House allowance, and that requested by the administration.

[In thousands of dollars]

Program	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Administrative expenses	\$215,700	\$212,200	\$212,200
GSA rental payments	14,954		
Highway research, development, and technology	27,220	26,000	28,000
Intelligent vehicle/highway systems research	13,000	5,000	50,000
Congested corridors	37,000	45,000	150,000
Technology assessment and deployment	10,000	8,000	8,000
Long-term pavement performance	10,000	10,000	10,000
National Highway Institute	3,000	3,000	3,000
Rural Technology Assistance Program	3,750	3,750	3,750
International transportation	400	100	100
Multimodal studies	7,000	4,000	4,000
Minority business	8,000	8,000	8,000
Highway use tax evasion	2,000	900	2,000
Feasibility, design, environmental studies		450	
Total limitation	352,024	326,400	479,050

HIGHWAY SCIENCE AND TECHNOLOGY

The administration has proposed a new highway research and technology initiative for programs expected to be authorized in substantive legislation beginning in fiscal year 1992.

This initiative, which totals \$103,970,000 includes \$50,000,000 for research and development of intelligent vehicle highway systems to address congestion. The Committee has not provided a specific allocation for science and technology; but has included funding for many of the activities under the contract programs listing.

HIGHWAY RESEARCH, DEVELOPMENT, AND TECHNOLOGY

The Committee has included \$28,000,000 for highway research, development, and technology programs. A recent Federal Highway Administration [FHWA] study on "Need for a University/Industry Nondestructive Evaluation Center" has concluded that more reliable and efficient nondestructive evaluation [NDE] is needed for bridge inspection and that the FHWA should consider increased emphasis on NDE needs in its future research program.

The Committee is aware of the very important role being played by the FHWA's Turner-Fairbanks Highway Research Center in McLean, VA, to coordinate and lead further development of NDE inspection monitoring. The FHWA's Research Center should continue working closely with industry and universities and performing work that ensures bridge safety as well as public safety. To ensure the safety of aging bridges, the Committee has included \$1,000,000 for the R&D effort to be undertaken by the Constructed Facilities Center [CFC] West Virginia University, in the following areas: (1) Utilizing several NDE techniques for any given highway structure in an integrated manner; (2) continuous monitoring over the life of the structure; and (3) arriving at automated decision analysis procedures with regard to cost optimization of maintenance, rehabilitation, and replacement of bridge structures.

In proceeding with any timber bridge program that may be authorized by the Congress in the upcoming highway legislation, the Committee expects the Federal Highway Administration to work cooperatively with the Forest Service, Department of Agriculture, to build on the experiences gained from the timber bridge initiative funded in recent years through the Forest Service. The Committee expects the two agencies to coordinate on research as well as bridge construction projects.

The Committee has not included funding above the budget request which was recommended by the House for the highway safety information system, the State of North Carolina geographic information system, or for the Humphrey Institute for Transportation Studies.

The Committee concurs with the House's allocation of \$300,000 for Operation Lifesaver and the \$900,000 for increased research on utilizing asphalt rubber.

Of the amount provided, the Committee directs that further research should be conducted on the causes of truckdriver loss of alertness at the wheel. These funds, up to \$2,250,000, should be applied to the research project now being jointly funded by FHWA and the Trucking Research Institute. These funds should be used to study real-work operations, to conduct an evaluation of the hours of service rule, including a 24-hour recovery. Such study shall include safety-related recommendations in this area. Of this amount, the Committee directs that \$500,000 be available for an evaluation of the adequacy of places for truckdrivers to stop and rest, both public and private.

The bill includes \$2,000,000 for the production, broadcast, and dissemination of documentary materials regarding the state of the Nation's infrastructure. The Committee understands that such a documentary is supported by the administration.

INTELLIGENT VEHICLE/HIGHWAY SYSTEMS RESEARCH

The Committee has included \$37,000,000 above that requested for intelligent vehicle/highway systems research. In doing so, the Committee seeks to ensure that IVHS research, operational test, and implementation projects that receive Federal funds are part of a national strategy and program to advance IVHS. The Committee intends to base future relevant funding decisions on the guidance

and direction of the strategic IVHS plan now being developed by the Department in cooperation with IVHS America, Inc. This approach will ensure the most cost-effective use of public dollars, allow for a systematic analysis of proposed operational tests and implementation projects, and ensure rational and orderly advancement of IVHS.

The Committee recognizes the unprecedented level of coordination and cooperation among Federal, State, industry, and university officials that is now underway to successfully implement a national IVHS program. The Committee greatly appreciates the voluntary spirit and contributions of the thousands of scientists, engineers, public officials, and others who are supporting this effort through their work in IVHS America and the number IVHS projects now underway.

The Committee has carefully reviewed the initial management strategy and project plans that the Department has developed to implement its IVHS program. To promote an effective and efficient program, the Department is drawing heavily upon several internal coordinating groups, receiving input and assistance from the Volpe National Transportation Systems Center, receiving input from various program support contracts, and relying heavily on its cooperative relationship with IVHS America. The Committee fully supports these efforts and expects such a collaborative approach to continue and looks forward to receiving positive reports about the progress of the national IVHS initiative.

The Committee recognizes that various research, operational tests, and implementation projects will face technical challenges, institutional delays, and many other difficulties. These are inherent in the innovation process. Within the research funds provided, the Committee directs that \$5,000,000 be available for planning grants to encourage new IVHS projects. In addition, \$1,000,000 shall be used for program support, primarily to conduct studies and research related to the broad array of institutional, legal, and socioeconomic constraints facing IVHS. The Department should keep the Committee fully informed of these challenges on a periodic basis.

Use of national laboratories.—The Department of Energy national laboratories have substantial scientific manpower and facilities that should be used in our national IVHS program. For example, the Committee strongly supports FHWA's ongoing use of the Oak Ridge National Laboratory in its IVHS traffic systems modeling work. The Committee expects that in the IVHS program, the Department will make effective use of other national laboratories, for example, Sandia's excellent advanced electronic and circuitry research facilities as well as its work on advanced vehicle identification systems.

Additionally, the Committee expects the FHWA to utilize appropriate university research facilities to enhance the development of IVHS technologies. Accordingly, the Committee directs the FHWA to provide \$1,000,000 to the New Jersey Institute of Technology for such purposes.

CONGESTED CORRIDORS PROGRAM

The administration's request of \$50,000,000 for intelligent vehicle/highway systems [IVHS] included \$13,000,000 for research and \$37,000,000 for operational testing. The Committee has reflected this split in the display of the budget request.

The House has provided a total for \$50,000,000 for IVHS, \$45,000,000 of which is earmarked for a variety of operational testing projects.

The Committee has provided a total of \$150,000,000 for operational testing, which follows the Senate-authorized program contained in S. 1204, the Surface Transportation Efficiency Act of 1991. The Committee directs that funding be provided for specific projects listed below, other operational testing projects to be distributed at the discretion of the Secretary.

Project	House	Senate
Advantage I-75	\$1,000,000	\$1,500,000
ATMS, Oakland County, MI	10,000,000	5,000,000
Chicago (ADVANCE)	7,500,000	7,500,000
Crescent	2,000,000	2,000,000
Detroit	500,000	2,500,000
Flamingo, Florida	5,000,000	
Guidestar, Minnesota	10,000,000	2,000,000
Houston	2,000,000	2,000,000
I-80 corridor	1,000,000	
Philadelphia	2,000,000	1,300,000
Electric vehicle, California	3,000,000	
Smart corridor, California	1,000,000	1,000,000
Transcom, New York/New Jersey		3,000,000
MAGIC, New York/New Jersey		4,000,000
Toll road ETTM, New Jersey		25,000,000
Integrated corridor management, New Jersey/Philadelphia		6,000,000
Signal computerization, New Jersey		6,000,000
Southern State Parkway, New York		20,000,000
Spellman Parkway, Maryland		300,000
Maryland arterials		2,200,000

The traffic carrying efficiency of I-95, the Gladys Noon Spellman Parkway (Baltimore-Washington Parkway), and U.S. Route 1 could be substantially improved as a result of applying a variety of IVHS technologies. Consequently, the Committee's allowance includes \$300,000 to be awarded to the Maryland State Highway Administration to prepare a comprehensive feasibility study and plan that would detail how a variety of IVHS technologies, could be used to reduce congestion in this north/south corridor. To ensure early implementation of several of the IVHS systems that will be recommended in the comprehensive plan, the Committee's allowance includes \$2,200,000 to be awarded to the Maryland State Highway Administration. The Committee expects that these funds will be partly matched with either State funding or in-kind resources and used for a variety of IVHS technologies, including the installation of a remote control advanced traffic management system on arterial road systems in the Baltimore/Washington, DC, area and various types of IVHS communication systems.

LONG-TERM PAVEMENT

The Committee has approved the budget request for this important research. It is important that FHWA address the total range of pavement needs including the contribution of nonload effects to pavement damage.

HIGHWAY USE TAX EVASION

The Committee has included the full amount requested, \$2,000,000, for ongoing State and Internal Revenue Service efforts to increase highway tax compliance. Based on testimony provided by FHWA, it is estimated that for every dollar expended in this area, there is a potential to recover \$25 in lost tax revenues. Because the recovered taxes are deposited in the highway trust fund, the Committee supports efforts in this area.

In addition to the estimated \$1,000,000,000 in revenues lost to the highway trust fund, the General Accounting Office has estimated that American consumers may be spending \$150,000,000 annually for octane that they do not receive, because of octane mislabeling. Of the funds provided, the Committee directs that \$250,000 be used to fund a study of the feasibility of the use of dyes or other means of tagging fuels in detecting octane mislabeling, enforcing Federal and State laws designed to prevent consumer fraud, and preventing fuel tax evasion. The FHWA is expected to report back to the Committee with its findings not later than September 30, 1992.

GENERAL PROVISIONS

The House-passed bill includes a provision that would withhold 5 percent of highway funds from States that do not have a law requiring the suspension or revocation for a period of not less than 180 days of the driver's license of each person convicted of a violation of the Controlled Substances Act or any State drug or narcotic offense. This is a technical correction to a provision contained in last year's appropriations bill.

Radar detectors are electronic devices that warn drivers that they are approaching an area where the police are enforcing speeding laws. The Federal Motor Carrier Safety Regulations (49 CFR parts 390 to 399) currently do not prohibit the use of radar detectors by drivers operating commercial motor vehicles.

Several States have acted to prohibit the use of radar detectors in all vehicles. While the general prohibition of radar detectors is properly left to the States, the use of radar detectors in vehicles in interstate commerce is an appropriate arena for the Federal Government to regulate.

Outlawing radar detectors is supported by groups that are concerned about highway safety, such as the American Trucking Associations. A driver breaking the speed limit is a liability for the trucking company, as well as for the general public.

The Committee has included bill language which requires the Secretary to issue by January 15, 1992, a notice of proposed rule-making on banning radar detectors in commercial interstate trucking operations.

The Committee has included an amendment to advance the State of Washington emergency relief funds to repair the I-90 bridge between Seattle and Bellevue, WA. This is a major link on the interstate system. The bridge sank in November 1990 during severe storms. Emergency relief funds have been approved for the November disaster, but their distribution for the bridge have been delayed pending the resolution of concerns regarding liability. The provision allows the State to receive the funds immediately. Should the courts eventually find that the damage was caused by human error, the State of Washington must repay the funds.

UNIVERSITY TRANSPORTATION CENTERS

(HIGHWAY TRUST FUND)

Appropriations, 1991	\$5,000,000
Budget estimate, 1992	7,000,000
House allowance	5,000,000
Committee recommendation	7,000,000

The Committee has provided the requested \$7,000,000 for university transportation centers, as authorized by section 314 of the Surface Transportation and Uniform Relocation Assistance Act of 1987, Public Law 100-17. This program funds grants to nonprofit institutions of higher learning. The grants are to be distributed to each of the 10 existing centers plus 3 new centers to support research, education, and training.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

(HIGHWAY TRUST FUND)

Appropriations, 1991	\$5,450,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

This activity seeks to identify, correct, and evaluate those critical elements that contribute to loss of life, disabling injuries, and property damage on American highways. The emphasis of research is to provide workable and timely solutions to a set of critical safety problems. Major projects involve improved traffic barriers, construction zone safety, traffic and pedestrian safety, and rural highway safety improvements.

Under the budget request, this activity will be incorporated within the research, development, and technology program in fiscal year 1992. The consolidation reflects the fact that this and the larger research programs are authorized to carry out the basic highway-related research objectives set forth in 23 U.S.C., section 307. The consolidation would allow both programs to be financed by a drawdown from Federal-aid highways authority.

HIGHWAY-RELATED SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Appropriations, 1991	(\$10,000,000)
Budget estimate, 1992	(20,000,000)
House allowance	(10,000,000)
Committee recommendation	(20,000,000)

Section 402 of title 23, United States Code, authorizes programs to assist States and localities in implementing highway safety programs in accordance with uniform standards established by the Secretary. New safety incentives are proposed in the administration's reauthorization bill. Most of the activities carried out under the FHWA standards involve development and implementation of systems, procedures, manuals, et cetera, to assist highway agencies in the orderly planning and implementation of safety construction and operational improvements.

The Committee recommends \$20,000,000 for liquidation of contract authority for highway-related safety grants. This is the same as the House allowance.

LIMITATION ON OBLIGATIONS

The budget proposes a ceiling of \$35,000,000 for this program. The Committee has set the obligation ceiling at \$10,000,000 which is the same as the House allowance for fiscal year 1992.

RAILROAD-HIGHWAY CROSSINGS DEMONSTRATION PROJECTS

Appropriations, 1991	\$14,450,000
Budget estimate, 1992	
House allowance	13,270,000
Committee recommendation	

The railroad highway crossings demonstration projects are authorized by the Federal-Aid Highway Act of 1973, as amended, and title III of the National Mass Transportation Assistance Act of 1974.

Projects are funded under this authority for cities specified in law. The Federal share is derived two-thirds from the Highway Trust Fund and one-third from general funds. A total of 19 specific sites have been named in a variety of acts as eligible for the program and one has been withdrawn. The sites were chosen when a rail-highway crossing created a safety hazard, or impeded pedestrian or highway flow.

The House has recommended a funding level of \$13,270,000 to be distributed as follows: Augusta, GA, \$2,750,000; Brownsville, TX, \$4,800,000; Lafayette, IN, \$5,100,000; and, Springfield, IL, \$620,000.

FEDERAL-AID HIGHWAYS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Appropriations, 1991	(\$14,300,000,000)
Budget estimate, 1992	(14,900,000,000)
House allowance.....	(15,100,000,000)
Committee recommendation	(15,400,000,000)

This activity comprises the majority of all federally aided programs through which the States are financially and technically aided to continue a national highway system that meets the transportation needs of the Nation in terms of capacity and safety.

All programs included within the Federal-aid account are financed from the highway trust fund. Authorizations in the form of contract authority are enacted in substantive legislation. Except for interstate construction, these authorizations are apportioned and/or allocated to the States and generally remain available for obligation over a 4-year period. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

The Committee recommends a liquidating cash appropriation of \$15,400,000,000 for the Federal-aid Highways Program. This is \$300,000,000 higher than the House allowance and corresponds to the higher obligation ceilings proposed by the House and Senate Committees versus the administration request.

OBLIGATION CEILING

The Committee includes bill language limiting obligations to \$17,098,460,000. The administration's proposal includes previously appropriated or authorized accounts other than emergency relief and minimum allocation as part of its obligation ceiling request of \$15,722,000,000.

In addition to the programs covered by the obligation ceiling, there are activities that are exempt from the ceiling. Under the administration's proposal, it is assumed that \$550,000,000 is outside the limitation which brings the administration's program total to \$16,272,000,000.

Under the House's proposal, it is estimated that programs exempt from the limitation would total approximately \$1,175,000,000 for a total program level of \$17,375,000,000.

The Committee's recommendation assumes that there will be approximately \$1,100,000,000 obligated under section 157, the previously exempt minimum allocation program, and \$530,000,000 obligated under other exempt programs.

Due to the uncertainty regarding the level of obligations that might be entered into under the section 157 program, and because the outlays associated with this program are the responsibility of this Committee and are charged as discretionary outlays, the Committee has included bill language which limits obligations for this program.

INTERSTATE TRANSFER GRANTS—HIGHWAYS

This program, part of the Federal-aid highways activity, provides funding of highways substituted for Interstate System segments withdrawn from the system under 23 U.S.C. 103(e)(4). After the joint request by a State Governor and the local governments concerned, the Secretary may withdraw (from the Interstate System) interstate highway segments which pass through or connect urbanized areas within the State determined not to be essential to a unified Interstate System. The value of a withdrawn segment, adjusted for inflation, establishes an authorization against which Congress may provide funds.

Under existing law, 75 percent of the contract authority provided for highway projects substituted for withdrawn interstate highway segments is distributed by statutory formula. The remaining 25 percent is distributed on a discretionary basis.

The formula approach results in some areas receiving apportionments that partially fund segments or fall short of expeditious funding for particular projects. In earmarking funds in previous reports accompanying the appropriations bill, the Committee was impressed with the necessity to insure that certain withdrawal areas were provided sufficient funding for timely completion of planned projects that often involved multijurisdictional compacts—a particular project facet not measurable by formula.

ESTIMATED ADDITIONAL FUNDS REQUIRED TO COMPLETE SUBSTITUTE HIGHWAY PROJECTS AS OF
SEPTEMBER 30, 1991

State	Withdrawal area	Funds
California.....	San Francisco	\$35,587,940
Connecticut.....	Bolton to Killingly	154,731,724
	Hartford-New Britain.....	71,197,420
District of Columbia.....	Washington	2,410,166
Georgia.....	Atlanta.....	19,963,715
Indiana.....	Indianapolis.....	8,278,605
Maryland.....	Baltimore.....	21,017,690
	Washington.....	1,454,128
Massachusetts.....	Boston.....	10,904,083
	Fall River to Providence.....	2,397,890
New Jersey.....	New York City.....	7,412,357
	New York City-Trenton.....	53,208,576
New York.....	New York City.....	372,218,534
Oregon.....	Portland.....	6,578,998
Rhode Island.....	Rhode Island.....	125,179,229
Tennessee.....	Memphis.....	48,031,912
Total.....		940,572,967

For fiscal year 1992, under the Senate-passed bill, S. 1204, \$240,000,000 is to be available for interstate transfer-highway projects. Of this amount, approximately \$60,000,000 is available for discretionary allocation after funds are set aside for the discretionary programs' contribution for demonstration projects identified in section 149 of Public Law 100-17, the Surface Transportation and Uniform Relocation Assistance Act of 1987.

The Committee directs the following discretionary allocations:

INTERSTATE TRANSFER HIGHWAYS

State	Formula	Discretionary	Total
California.....	\$6,674,349	\$28,913,591	\$35,587,940
Connecticut.....	42,371,940		42,371,940
District of Columbia.....	452,045		452,045
Georgia.....	3,744,100		3,744,100
Indiana.....	1,552,613		1,552,613
Maryland.....	4,214,483	18,257,335	22,471,818
Massachusetts.....	2,494,722		2,494,722
New Jersey.....	11,369,169		11,369,169
New York.....	69,807,821		69,807,821
Oregon.....	1,233,860	5,345,138	6,578,998
Rhode Island.....	23,476,721		23,476,721
Tennessee.....	9,008,157		9,008,157
Other.....	3,600,020	7,483,936	11,083,956
Total.....	180,000,000	60,000,000	240,000,000

BRIDGE DISCRETIONARY FUNDS

In the past, the Committee has directed the Secretary of Transportation to give priority designation, consistent with existing criteria, to several bridges that have extremely low rating factors and which serve as major links for both intrastate and interstate commerce and which directly impact the economic development of an area.

Under the Senate-passed authorization, all the bridge funds are distributed by formula.

INTERSTATE MAINTENANCE PROGRAM

The Surface Transportation Efficiency Act of 1991, S. 1204, authorized the interstate resurfacing, restoring, or rehabilitation of routes at a total program level of \$2,530,000,000 for fiscal year 1992. The Senate-passed bill repealed that section of current law which set aside a discretionary amount of funds within this program.

FEDERAL LANDS HIGHWAYS

The Committee directs the Secretary to give priority in the allocation of fiscal year 1992 Federal lands highway funds to Push Mountain Road (Baxter County Road 79) in Arkansas for \$2,500,000 and State Route 600 in Smyth County, VA, for \$3,300,000.

In addition, the Committee directs that \$5,000,000 be available for U.S. Forest Highway 12 through the Tonto National Forest; and \$800,000 be available for road and parking lot repairs to Navajo Nation controlled road near Crownpoint Institute in New Mexico.

INTERSTATE DISCRETIONARY

Under the Senate-passed highway reauthorization, \$200,000,000 is available for interstate-discretionary distribution. The Committee directs that given the unique circumstances regarding the State of Hawaii's participation in this program, that \$95,000,000 be available for H-3 on the island of Oahu.

PARKWAYS AND PARK HIGHWAYS

The Committee directs that before the allocation of these funds, \$15,000,000 be available for the Ellis Island Bridge.

RIGHT-OF-WAY REVOLVING FUND

(LIMITATION ON DIRECT LOANS)

(HIGHWAY TRUST FUND)

Appropriations, 1991	(\$42,500,000)
Budget estimate, 1992	(1)
House allowance	(70,000,000)
Committee recommendation	(42,500,000)

¹ The administration's surface transportation bill did not provide a limitation on this program.

The Federal-Aid Highway Act of 1968 authorized \$300,000,000 for the establishment of the Right-of-Way Revolving Fund. This fund is utilized to make cash advances to the States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from causing a significant increase in construction costs. When right-of-way acquisition has been made and highway construction is initiated, the State becomes eligible for Federal grants under the various Federal-aid highway authorizations. At the point when progress payments are made to the State for construction, the State in turn reimburses the revolving fund for advances made to that State for right-of-way acquisition. Utilizing this method of funding, all reimbursements made to the revolving fund may be reallocated to other States requiring advances.

The Committee is acutely aware of the budget deficit situation and of the need to maintain limitations on certain programs to ascertain some means of fiscal control. However, the Committee also recognizes the considerable economic benefits to be gained from the use of this fund to acquire rights-of-way in advance of actual highway construction.

It is the intent of the Committee that new obligations may be incurred in an amount of \$42,500,000 during fiscal year 1992.

MOTOR CARRIER SAFETY

Appropriations, 1991	\$40,000,000
Budget estimate, 1992	49,317,000
House allowance	48,417,000
Committee recommendation ¹	46,000,000

¹ To be derived from the highway trust fund.

The motor carrier safety mission is to protect the public from risks inherent in commercial truck and bus transportation operations. The program includes both safety and compliance reviews of motor carrier operations and reviews of specified hazardous material shippers and commercial drivers. The administration request and reauthorization bill would finance this appropriation out of the highway trust fund beginning in 1992. Most of the increase in the request is to fund implementation of new safety legislation, expanded R&D efforts, and pay increases.

The Committee recommends \$46,000,000 for the motor carrier safety program, a decrease of \$3,317,000 from the budget request, including the following adjustments: —\$500,000 for travel expenses; —\$500,000 for automated data processing; and —\$100,000 for a working group concerned with the uniformity of State registration of hazardous materials transporters.

Of the remaining travel funds provided, the Committee fully funds the \$4,210,000 requested for inspector review activities.

The Committee's allowance provides for the following: for the Hazardous Materials Transportation Uniform Safety Act [HMTUSA] of 1990—30 full-time positions; for the reauthorization of the Motor Carrier Safety Assistance Program—2 full-time positions; for the Sanitary Food Transportation Act of 1990—5 full-time positions; and for the Motor Carrier Safety Act of 1990—2 full-time positions.

With respect to implementation of the HMTUSA, the Committee directs that all of the requested positions for hazardous materials transportation inspectors and the additional attorney be filled as soon as practical.

The Committee has included two additional positions above that requested to promote the effective coupling of traffic enforcement activities with motor carrier safety enforcement, to ensure that the training needs of State inspectors are met on a timely basis, and to oversee effective implementation of the other new requirements set forth in MCSAP reauthorization. The Committee recognizes that additional staff will be required to develop the new policies and procedures required to implement an expanded and comprehensive MCSAP.

COMMERCIAL DRIVERS' LICENSES

The Committee is concerned that many commercial drivers may miss the April 1, 1992, deadline for obtaining the standardized commercial driver's license. It is estimated that, with 8 months left, there are still approximately 3 million drivers untested and that there are 10 States that have not started issuing licenses.

The Committee is aware that, in complying with this requirement of the Commercial Motor Vehicle Safety Act of 1986, States needed to modify and upgrade their computer capability; and pass necessary State legislation to implement the Federal requirement. The Committee, however, feels that States have been given sufficient time to make the deadline and expects that the Office of Motor Carriers will intensify its efforts to notify all commercial drivers and States that the deadline will not be delayed.

Sufficient data exists regarding the number and costs associated with accidents involving unsafe commercial vehicles and drivers. The Committee strongly supports every effort to remove unsafe operators and unsafe equipment from the highways.

MOTOR CARRIER SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 1991	(\$63,000,000)
Budget estimate, 1992	(62,000,000)
House allowance	(62,000,000)
Committee recommendation	(62,000,000)

This program was first authorized by the Surface Transportation Assistance Act of 1982. It would provide grants to States for improved enforcement of Federal and State motor carrier safety rules. It has been shown that added enforcement of truck safety rules reduces truck-related accidents and fatalities. The major objective of this program is to reduce the number and severity of accidents involving commercial motor vehicles. The Committee has not included the House earmark of \$2,000,000 for driver fatigue research. Instead, the Committee has included funding related to this activity under the general operating expense account of the Federal Highway Administration.

The Committee recommends a liquidating cash appropriation of \$62,000,000 level which is the same as the administration request and the House allowance.

TRUCK SAFETY AND PUBLIC AWARENESS

The FHWA, in cooperation with the States, industry, and safety organizations, and with other Federal agencies such as NHTSA, should increase its efforts to provide useful information to the driving public concerning how to safely share the highway with commercial motor carriers. Information on blind spots, reduced ability to maneuver and stop, and operating requirements for commercial motor carriers, need to be improved and delivered to the driving public. The Committee expects FHWA to present a summary of its various efforts, for example, encouraging more States to use a small portion of the MCSAD dollars on public education activities, in conjunction with the 1993 budget submission.

LIMITATION ON OBLIGATIONS

The Committee is also recommending an obligation ceiling of \$65,500,000 for motor carrier safety grants. This is \$5,500,000 above that requested by the administration and the House allowance. The contributions and importance of MCSAP have been carefully documented in reports prepared by the Office of Technology Assessment, the Congressional Research Service [CRS], and the Federal Highway Administration. The Committee's recommendation will allow this program to expand into new areas and to increase activities on known accident causation factors. These funds should allow MCSAP to become a comprehensive and strategically designed program that will address all aspects of motor carrier safety, including traffic enforcement targeted on operators of commercial motor vehicles. The Committee notes that the inclusion of traffic enforcement as part of the MCSAP is a concept favored by the National Association of Governor's Highway Representatives, the American

Trucking Associations, and most of the members of the Commercial Vehicle Safety Alliance. The Committee agrees with the Congressional Research Service report on MCSAP which concluded that increased focus on the driver is critical and is most likely to reduce accident rates substantially below current levels and to improve the effectiveness and targeting of inspections.

The Committee directs that not less \$3,750,000 shall be used to conduct commercial vehicle traffic enforcement activities that are coupled with an appropriate form of a motor carrier safety inspection, and not less than \$1,000,000 for purchase and operation of equipment to enforce regulations pertaining to the commercial driver's license at the roadside. The Committee expects that these funds will be used for additional training, equipment, and salary expenses for both commercial vehicle traffic enforcement and motor carrier safety activities.

DRUG INTERDICTION AND ASSISTANCE PROGRAM [DIAP]

Thus far under DIAP, FHWA has provided training in commercial vehicle drug interdiction techniques to over 4,600 law enforcement personnel from Federal, State, and local agencies, representing 42 States. As a direct result of this training, 27 major drug seizures totaling 14,323 pounds of marijuana, 4,113 pounds of cocaine, 5.5 pounds of methamphetamines, and \$1,800,000 in allegedly drug-tainted U.S. currency have been seized from commercial motor vehicles to date. The street value of the seized drugs estimated by each agency totaled over \$70,000,000. In addition, thousands of arrests for driver impairment from illegal drug use and for possession of smaller quantities of various drugs and currency have been made. Numerous commercial vehicles have been seized along with other property. In New Jersey alone, there have been two major seizures—one resulting in the confiscation of 394 pounds of cocaine, the other in 189 pounds of marijuana.

Consequently, because of the recognized successes and important contributions of this program to our national drug enforcement program and to motor carrier safety, the Committee directs that not less than \$800,000 be allocated for a continuation of DIAP. The Committee requires that these funds be distributed to a broad array of States with no more than 50 percent of the funds distributed to those States that share a common border with Mexico.

BALTIMORE-WASHINGTON PARKWAY

(HIGHWAY TRUST FUND)

Appropriations, 1991	\$8,415,000
Budget estimate, 1992	
House allowance	22,000,000
Committee recommendation	

The House provides \$22,000,000 for further work on the Baltimore-Washington Parkway.

The Committee recommendation does not include funding for the Baltimore-Washington Parkway in 1992. There was no budget request for this project.

**INTERMODAL URBAN DEMONSTRATION PROJECT
(HIGHWAY TRUST FUND)**

Appropriations, 1991	\$8,500,000
Budget estimate, 1992	
House allowance	10,000,000
Committee recommendation	

Section 124 of the Federal-Aid Highway Amendments of 1974 authorizes a demonstration project for the construction of a high density urban intermodal transportation connection between Franklin Avenue and 59th Street in Minneapolis, MN. This provides a highway link between the central business district and the Minneapolis-St. Paul International Airport.

The House has provided an additional \$10,000,000 for this project.

The Committee recommends no funds for this project. There was no budget request for this activity.

**HIGHWAY SAFETY AND ECONOMIC DEVELOPMENT DEMONSTRATION
PROJECTS**

(HIGHWAY TRUST FUND)

Appropriations, 1991	\$17,000,000
Budget estimate, 1992	
House allowance	22,000,000
Committee recommendation	

Public Law 99-500 and Public Law 99-591 authorized four demonstration projects in Mississippi. The House has recommended \$22,000,000 in fiscal year 1992 funds. There was no budget request for these projects.

The Committee does not recommend any funding for fiscal year 1992.

HIGHWAY SAFETY IMPROVEMENT DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Appropriations, 1991	\$7,650,000
Budget estimate, 1992	
House allowance	18,700,000
Committee recommendation	

The Committee does not include funding for this demonstration project, which is for a variety of improvement projects in the vicinity of Pontiac and East Lansing, MI. There was no budget request for this activity.

Public Law 99-500 and Public Law 99-591 authorized total appropriations of \$32,000,000 for these highway improvements. A total of \$26,550,000 was provided through fiscal year 1991 and the House has included an additional \$18,700,000 for fiscal year 1992. There was no budget request for this project and the Committee has not provided any funding.

HIGHWAY-RAILROAD GRADE CROSSING SAFETY DEMONSTRATION PROJECT

(HIGHWAY TRUST FUND)

Appropriations, 1991	\$6,800,000
Budget estimate, 1992	
House allowance	5,000,000
Committee recommendation	

The House has included an additional \$5,000,000 for a series of highway-railroad grade crossings in Mineola, NY. There was no budget request in support of the House allowance.

Public Law 99-500 and Public Law 99-591 authorized a total of \$50,000,000 for this project and \$37,755,000 has been provided through fiscal year 1991.

The Committee has not included any funds for this project.

HIGHWAY WIDENING DEMONSTRATION PROJECT

Appropriations, 1991	\$1,700,000
Budget estimate, 1992	
House allowance	2,000,000
Committee recommendation	

The House has provided \$2,000,000 for a highway widening demonstration project in King of Prussia, PA. There was no budget request for this project, and the Committee has not provided any funding.

HIGHWAY WIDENING AND IMPROVEMENT DEMONSTRATION PROJECT

Appropriations, 1991	\$3,400,000
Budget estimate, 1992	
House allowance	8,000,000
Committee recommendation	

This account covers 80 percent of the expenses associated with a highway widening and improvement project between Paintsville and Prestonburg, KY. The House has provided an additional \$8,000,000 for this project. There was no budget request for these funds and the Committee has not provided any funding.

INTERSECTION SAFETY DEMONSTRATION PROJECT

Appropriations, 1991	\$3,060,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

This account is to fund the extension of Douglas Street in the vicinity of El Segundo, CA. The Federal share of this project is 80 percent. There was no budget request for this project and no additional funding has been provided.

CLIMBING LANE SAFETY DEMONSTRATION PROJECT

Appropriations, 1991	\$10,200,000
Budget estimate, 1992	
House allowance	7,000,000
Committee recommendation	

The House has included \$7,000,000 for further work on U.S. Route 15 in the vicinity of Tioga County, PA, for the purpose of highway safety construction. There was no budget request for this item and the Committee has not provided any funds.

INDIANA INDUSTRIAL CORRIDOR SAFETY DEMONSTRATION PROJECT

Appropriations, 1991	\$2,550,000
Budget estimate, 1992	
House allowance	4,000,000
Committee recommendation	

The House has provided \$4,000,000 for widening and improving rural highways between Wabash and Huntington, IN. There was no budget request for this activity and the Committee has not provided any funding.

HIGHWAY CAPACITY IMPROVEMENT DEMONSTRATION PROJECT

Appropriations, 1991	\$1,700,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

This is a project on U.S. Highway 231 between U.S. Route 90 and the city of Campbellton in Jackson County, FL, which involves expanding a two-lane segment of a U.S. highway to four lanes. There was no budget request for this project and the Committee has not provided any funding.

ALABAMA HIGHWAY BYPASS DEMONSTRATION PROJECT

Appropriations, 1991	\$8,500,000
Budget estimate, 1992	
House allowance	10,000,000
Committee recommendation	

The House has included \$10,000,000 for further work on a highway bypass project in the vicinity of Jasper, AL. There was no request by the administration for this funding and the Committee has not provided any funds.

KENTUCKY BRIDGE DEMONSTRATION PROJECT

Appropriations, 1991	\$3,400,000
Budget estimate, 1992	
House allowance	5,000,000
Committee recommendation	

The House has included \$5,000,000 for replacing the Glover Cary Bridge in Owensboro, KY. The Committee has not provided any funding for this project and there was no administration request for this project.

VIRGINIA HOV SAFETY DEMONSTRATION PROJECT

Appropriations, 1991	\$7,225,000
Budget estimate, 1992	
House allowance	6,000,000
Committee recommendation	

The House has included \$6,000,000 for further work on high occupancy vehicle [HOV] lanes on Interstate Route 66 between Inter-

state Route 495 and U.S. Route 50 in Virginia. There was no administration request for these funds and the Committee has not provided any funds.

URBAN HIGHWAY CORRIDOR AND BICYCLE TRANSPORTATION DEMONSTRATION PROJECTS

Appropriations, 1991	\$9,350,000
Budget estimate, 1992	
House allowance	11,700,000
Committee recommendation	

The House has included \$11,700,000 for further work to improve and upgrade the M-59 urban highway corridor in southeast Michigan including \$1,000,000 for a bicycle transportation demonstration project in Macomb County, MI, and \$1,000,000 for safety improvements in Waterford Township. The Committee has not provided any funds for this project, and there was no administration request.

URBAN AIRPORT ACCESS SAFETY DEMONSTRATION PROJECT

Appropriations, 1991	\$9,350,000
Budget estimate, 1992	
House allowance	10,000,000
Committee recommendation	

The House has provided \$10,000,000 for further work to improve and upgrade access to Detroit Metropolitan Airport. There was no budget request for this project and the Committee has not provided any funds.

PENNSYLVANIA RECONSTRUCTION DEMONSTRATION PROJECT

Appropriations, 1991	\$17,000,000
Budget estimate, 1992	
House allowance	9,000,000
Committee recommendation	

The House has included \$9,000,000 for the reconstruction of Pennsylvania Route 56 in Cambria, Somerset, and Westmoreland Counties. The Federal share of this project is 80 percent. This is the first year of funding for this project. There was no budget request for this project and the Committee has not included any funding.

PENNSYLVANIA TOLL ROAD DEMONSTRATION PROJECT

Appropriations, 1991	\$5,100,000
Budget estimate, 1992	
House allowance	2,000,000
Committee recommendation	

The Committee has not recommended any funding for the Monongahela Valley (Mon Valley) Expressway, a 70-mile highway to extend from U.S. 48 near Morgantown, WV, to the Penn-Lincoln Highway near Pittsburgh, PA. The House has included \$2,000,000 for this project for which there was no budget request.

HIGHWAY BYPASS DEMONSTRATION PROJECT

Appropriations, 1991	
Budget estimate, 1992	
House allowance	\$10,000,000
Committee recommendation	

The House has included \$10,000,000 to demonstrate methods of accelerating the construction of the Prunedale Highway bypass on U.S. Highway 101 in Monterey, CA. The Federal share of this project is set in the House bill language at 80 percent.

The Committee has not included any funding for this project for which there was no budget request.

HIGHWAY DEMONSTRATION PROJECTS

Appropriations, 1991	\$71,365,000
Budget estimate, 1992	
House allowance	137,280,000
(By transfer)	(4,628,000)
Committee recommendation	168,050,000

The House has included \$141,908,000 for a number of highway demonstration projects. The amount recommended includes funds for the following projects:

Bridge construction, Hillsboro, IL	\$850,000
Florida U.S. 27, Palm Beach County	7,000,000
U.S. Route 89, Farmington to Ogden, UT	4,000,000
Columbus, IN, I-65 and State Road 46 interchange	3,500,000
Florida causeway (17th Street) tunnel project, Fort Lauderdale.....	6,000,000
Hubbard Expressway project, Youngstown, OH.....	4,000,000
Indiana East Chicago Marina/rerouting of Route 12	840,000
Interstate 680 access ramps project, Youngstown, OH.....	2,500,000
Michigan:	
Bristol Road relocation project (Flint and Genesee County)	5,000,000
M-84 expansion (Saginaw and Bay Counties)	500,000
U.S. 31 (city of Niles and city of Benton Harbor)	500,000
Minnesota U.S. Highway 212 (I-494 to in-place 212 west of Chaska) ..	2,000,000
Muncie, IN, State road 67 (I-69 to Muncie Bypass)	7,000,000
New York Exit 26 bridge project, Schenectady County	4,000,000
Pennsylvania State Route 711 Bypass, Ligonier	1,000,000
Highway 101 (tristate) feasibility study	300,000
Alabama-Florida (connect I-65 and I-10 in Pensacola, FL).....	2,400,000
Bridge between Niobrara, NE and Springfield, SD.....	4,000,000
California: Highway 152 (Interstate 5 in Central Valley with U.S. 101 and California Highway 1)	2,000,000
Florida:	
Northeast Dade bikepaths:	
City of North Miami	800,000
City of North Miami Beach	865,000
Dade County for Aventura and Sunny Isles	850,000
Illinois:	
U.S. Highway 20 between Freeport and Galena	3,000,000
Springfield 11th Street extension	700,000
Indiana: Indianapolis to Evansville	4,000,000
Iowa Highway 2	450,000
Iowa: Black Hawk County-Rainbow Drive and 18th St/Cedar Falls ..	4,000,000
Michigan: Grand Rapids I-96 Bypass	2,400,000
Minnesota: 77th Street reconstruction	9,300,000
Missouri: Telegraph Avenue, I-255 interchange	50,000
Montana: U.S. Highway 93 (Native American religious site)	125,000
Nevada:	
I-15/Sahara Avenue interchange	2,000,000
U.S. 395 between I-80 and McCarran Boulevard (Reno).....	3,500,000
New Mexico: Santa Fe relief route (bypass)	6,000,000

(By transfer).....	(4,628,000)
New York:	
Miller Highway from 59th Street to 72d Street (west side).....	3,500,000
Mount Vernon parking facility.....	400,000
North Carolina: U.S. 64.....	3,200,000
Pennsylvania:	
North Philadelphia intermodal facility.....	6,000,000
Center Avenue extension.....	4,000,000
Interstate Highway 81, Wilkes-Barre.....	5,000,000
Quakertown Bypass, Bucks County.....	1,250,000
U.S. Route 6 bypass/widening, Wysox, Towanda, and Tunkhannock Boroughs.....	5,000,000
U.S. Route 202, King of Prussia and Montgomeryville.....	500,000
Ohio Railroad-highway corridor studies (6).....	300,000
Texas: City of Laredo (FM 3464 from Mines Road (FM 1472) to Interstate 35).....	2,000,000
U.S. Route 24 (from Fort Wayne, IN, to Toledo, OH).....	300,000
Utah: West Valley City—widen 5600 West.....	2,000,000
Virginia I-495 interchanges (Capital Beltway).....	2,000,000
Virgin Islands: Christiansted Bypass.....	2,000,000
Washington: Marysville/Tulalip Tribes I-5 interchange.....	3,400,000
Washington: Snohomish County HOV lanes/park and ride project...	1,000,000

The Committee has included \$168,050,000 for a variety of highway demonstration construction projects. The amount recommended includes funds for the following projects:

Fifth/Sixth St. improvements, Waterloo, IA.....	\$5,000,000
Des Moines inner loop, Iowa.....	2,000,000
Highway 71, Fayetteville, AR.....	14,000,000
Interstate 90 interchange, Bozeman, MT.....	750,000
Airport access road, Albuquerque, NM.....	5,400,000
Lock and dam 4, Pine Bluff, AR.....	4,000,000
U.S. 212 bridge, Forest City, SD.....	3,200,000
Crossing project, Provo, UT.....	3,500,000
Eighth Street bridge crossing, Sheboygan, WI.....	8,200,000
Bridge safety repair, Vermont.....	1,100,000
Alaska-Canada highway.....	12,000,000
Southeast Kansas corridor.....	1,720,000
Pearl River bridge, Jackson, MS.....	2,000,000
Maricopa Road, AZ.....	4,000,000
Interstate 35 interchange, Salina, KS.....	3,230,000
Pond Creek, Grant County, OK.....	1,000,000
Highway beautification, Grand Forks, ND.....	1,000,000
FBI complex, Harrison County, WV.....	12,300,000
Route 21 widening, Newark, NJ.....	6,000,000
I-280 downtown connector interim improvements, Newark, NJ.....	4,000,000
I-78 downtown connector, Newark, NJ.....	7,500,000
Raymond Plaza/Penn Station, Newark, NJ.....	1,650,000
Interstate emergency callbox system, New Jersey.....	5,000,000
Routes 70/38 circle elimination, New Jersey.....	6,000,000
Sky Harbor access road, Arizona.....	6,300,000
Route 4 bridge replacement, New Jersey.....	2,000,000
Chief Joseph Highway, Wyoming.....	6,000,000
Right-of-way, El Salto and related roads, Taos, NM.....	600,000
I-87 Tappan Zee movable median barrier, New York.....	6,000,000
Gowanus Expressway, New York.....	1,500,000
Meadowbrook State Parkway, NY.....	4,500,000
Belgrade overpass, MT.....	1,500,000
Pine Creek, McCurtain County, OK.....	1,800,000
Rail crossing, Caliente, NV.....	2,000,000
Highway 30, Clinton, IA.....	1,800,000
Ports-of-entry, Columbus/Sunland Park, NM.....	3,000,000
Maple Road extension, Walled Lake, MI.....	3,000,000
Bryden Canyon Bridge, Clarkston, WA.....	4,500,000
Overland Park interchange, KS.....	4,500,000
U.S. Highway 89 upgrade, Farmington/Ogden, UT.....	4,500,000

HIGHWAY STUDIES

FEASIBILITY, DESIGN, ENVIRONMENTAL, ENGINEERING

Appropriations, 1991	\$48,293,000
Budget estimate, 1992	
House allowance	
Committee recommendation	23,485,000

The Committee has provided \$23,485,000 for a variety of studies to address various transportation projects. The Committee's funding is for:

Route No. 9, West Virginia	\$1,300,000
Route No. 2, West Virginia	2,600,000
U.S. Route No. 52, West Virginia	1,000,000
FBI complex	600,000
Route No. 101, Washington	300,000
Madison County, MS	240,000
Vermillion-Newcastle Bridge, SD and NE	40,000
National Park System	300,000
I-10, I-65 connector, Florida	1,000,000
Tacoma Narrows Bridge, WA	600,000
Bridge study, Greenville, MS	255,000
Tonto National Forest, AZ	900,000
Kihei-Heleakala Highway, Hawaii	1,500,000
Interchange, Johnson City, TN	350,000
Route 21 viaduct, New Jersey	3,000,000
Route 18/South River Bridge, New Jersey	1,500,000
Route 17/Route 4 interchange, New Jersey	4,000,000
Route 208/Route 4 interchange, New Jersey	4,000,000

CORRIDOR H IMPROVEMENT PROJECT

Appropriations, 1991	\$51,500,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

The Committee has not included additional funding at this time for the corridor H road project to relieve traffic congestion, improve highway safety, and promote economic benefits in Randolph, Buckhannon, and Upshur Counties, WV.

CORRIDOR G IMPROVEMENT PROJECT

Appropriations, 1991	\$33,275,000
Budget estimate, 1992	
House allowance	
Committee recommendation	165,000,000

The Committee has included additional funding of \$165,000,000 for the corridor G project to relieve traffic congestion, to improve highway safety, and to promote economic benefits in Mingo County, WV.

CORRIDOR D IMPROVEMENT PROJECT

Appropriations, 1991	\$10,000,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

No additional funding has been included at this time for the corridor D road project to relieve traffic congestion, to improve high-

way safety, and to promote economic benefits in the corridor D, Parkersburg bypass area in West Virginia. Fiscal year 1991 was the first year of funding for this project.

BYPASS CONSTRUCTION PROJECT

Appropriations, 1991	\$42,500,000
Budget estimate, 1992 .....	.....
House allowance .....	.....
Committee recommendation .....	.....

No additional funding has been included for the U.S. Route 22 bypass project near Weirton, WV. The project will expand the existing highway capacity to meet increased traffic demands and safety concerns.

CORNING BYPASS SAFETY DEMONSTRATION PROJECT

Appropriations, 1991	\$17,000,000
Budget estimate, 1992 .....	.....
House allowance .....	.....
Committee recommendation	14,000,000

The Committee recommends an appropriation of \$14,000,000 to complete a gap in Route 17, known as the Corning Bypass. The bypass is a crucial missing link in the only major highway serving the western New York region.

The Committee notes the importance of completing the Southern Tier Expressway, Route 17, designated as Corridor T of the Appalachian Development Highway Program, to interstate standards. Completing the expressway west through Pennsylvania will link the New York City area with points west. This link will open up areas in the southern tier to development which has been inhibited by lack of adequate access. Employment, income, economic development, and safety will benefit from completion of the highway.

TURQUOISE TRAIL PROJECT

Appropriations, 1991	\$4,684,000
Budget estimate, 1992 .....	.....
House allowance .....	.....
Committee recommendation	3,000,000

The Committee has included \$3,000,000 to convert the Turquoise Trail from a dirt roadway into an all-weather, two-lane highway. This project involves the development of a paved road traversing the Hopi and Navajo Reservations in Arizona, connecting State Highway 264 and U.S. Highway 160.

TRADE ENHANCEMENT DEMONSTRATION PROJECT

Appropriations, 1991	\$10,625,000
Budget estimate, 1992 .....	.....
House allowance .....	.....
Committee recommendation .....	.....

No additional funds have been provided for State Route 189 in Arizona near the Mariposa port of entry, which presently has a maximum width of one lane in each direction with a single lane divider. Improvements are needed to alleviate the present unsafe condition and expand existing capacity.

OTTUMWA ROAD EXTENSION PROJECT

Appropriations, 1991	\$8,500,000
Budget estimate, 1992	
House allowance	
Committee recommendation	8,000,000

The Committee has includes \$8,000,000 for the acquisition of right-of-way and construction of an improved highway facility between Prairie City and Ottumwa, IA. This project will relieve traffic congestion and promote economic benefits in the area and along the entire highway corridor.

IOWA CONNECTOR PROJECT

Appropriations, 1991	\$1,488,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

The Committee has not included additional funding for the acquisition of right-of-way and construction of a road connecting North 16th Street and North 25th Street in Council Bluffs, IA. This sum provides for 80 percent of the road's cost. The road will allow for the commercial development of important areas of Council Bluffs and reduce existing traffic problems.

HIGHWAY 20 REALIGNMENT PROJECT

Appropriations, 1991	\$2,550,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

The Committee has not provided additional funding for the acquisition of right-of-way, planning, design, and construction of the improved highway and highway realignment of Highway 20 between Early and Fort Dodge, IA. The Iowa Department of Transportation will provide at least 20 percent of the funds for this project. The realignment and improvement of Highway 20 will improve highway safety and increase the efficiency of highway travel.

RAMP RELOCATION AND RECONSTRUCTION DEMONSTRATION PROJECT

Appropriations, 1991	\$10,200,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

The Committee has not provided additional funding for carrying out a coordinated program of rehabilitation, relocation, and reconstruction of those portions of Interstate 94 and connecting roads impacted by the construction of a new stadium in Milwaukee, WI.

U.S. 54 INTERCHANGE PROJECT

Appropriations, 1991	\$9,265,000
AATF rescission, 1991	-200,000,000
Budget estimate, 1992	
House allowance	
Committee recommendation	

The Committee has not provided any additional funding for the U.S. 54 interchange project in Kansas.

NORTH CAROLINA CONNECTOR PROJECT

Appropriations, 1991 .....	.....
Budget estimate, 1992 .....	.....
House allowance .....	.....
Committee recommendation	\$6,000,000

The Committee has included \$6,000,000 for site location, preliminary engineering, and design work associated with building a new four-lane highway at interstate standards from Rocky Mount to Elizabeth City. The study should include the feasibility of connecting the new road with Interstate 64 between Raleigh and Rocky Mount and upgrading U.S. Route 17 between Elizabeth City and Portsmouth.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY OF FISCAL YEAR 1992 PROGRAM

The National Highway Traffic Safety Administration [NHTSA] was established as a separate organizational entity in the Department of Transportation in March 1970, to reduce the mounting number of deaths, injuries, and economic losses resulting from traffic accidents on the Nation's highways. Later, activities were added for improving automotive fuel economy and to institute some consumer programs. The National Traffic and Motor Vehicle Safety Act provides for the establishment and enforcement of Federal safety standards for motor vehicles and associated equipment and research, including the operation of required testing facilities. The Motor Vehicle Information and Cost Savings Act initially provided for the establishment of low-speed collision bumper standards, consumer information activities, diagnostic inspection, and odometer regulations and was later amended to incorporate responsibility for the administration of Federal automotive fuel economy standards. Under section 403 of title 23, United States Code, technical assistance is provided to the States in the conduct of their highway safety programs, and research and demonstration projects are conducted to develop and show the effectiveness of new techniques and countermeasures to address highway safety problems.

Grants are provided to the States under title 23, United States Code, section 402 to assist in the establishment and improvement of highway safety programs designed to reduce traffic deaths and injuries. Grants are funded as contract authority and are apportioned by formula to the States. Incentive grants are also allocated to the States for alcohol safety programs under title 23, United States Code, sections 408 and 410.

The Surface Transportation Efficiency Act of 1991, as passed by the Senate on June 19, 1991, included numerous highway safety provisions. These provisions included requirements for new rule-makings in the areas of side impact protection, air bag installation, darkened windows, antilock brake systems, safety belt designs, and pedestrians safety. The act also authorizes three new highway safety State grant programs. States become eligible for these new

grant programs based on their performance in enacting and enforcing State statutes in the areas of drunk driving, safety belts, child restraints, and motorcycle helmets. In addition, the section 402 program is reauthorized at increased funding levels, while the sections 408 and 410 alcohol safety incentive grant programs are continued.

The Committee recommends a total program level of \$281,986,000 for the activities and programs of the National Highway Traffic Safety Administration for fiscal year 1992. This is \$10,221,000 less than the budget request and \$28,634,000 more than the House allowance.

The following table summarizes the Committee recommendations:

[In thousands of dollars]

Program	Fiscal year 1991 program level	Fiscal year 1992 budget estimate	House allowance	Committee recommendations
Operations and research.....	125,832	127,207	118,352	121,986
(Trust fund).....	(42,366)	(127,207)	(42,357)	(121,986)
Highway traffic safety grants:				
(Liquidation of contract authority).....	(109,805)	(156,000)	(130,000)	(150,000)
Safety formula grants ¹	114,655	115,000	115,000	120,000
Safety bonus funds ¹		50,000		
Alcohol safety incentive grants ¹	19,980		20,000	20,000
Safety belts, motorcycle helmet grants ¹				20,000
Highway safety information and education ²	(4,750)	(4,750)	(4,750)	(4,750)
Total.....	260,467	292,207	253,352	281,986

¹ Obligation ceiling on contract authority.

² Cumulative obligation limitation.

OPERATIONS AND RESEARCH

(INCLUDING TRUST FUNDS)

	General	Trust	Total
Appropriations, 1991.....	\$76,347,100	\$42,365,900	\$118,713,000
Budget estimate, 1992.....		127,207,000	127,207,000
House allowance.....	75,995,000	42,357,000	118,352,000
Committee recommendation.....		121,986,000	121,986,000

The bill includes an appropriation of \$121,986,000 for operations and research, which is \$5,221,000 less than the budget request and \$3,634,000 more than the House allowance.

This level of funding provides for 665 full-time permanent positions, the same level called for in the budget request. The position levels by program are listed in the table.

The amount appropriated is to be distributed as follows:

[Dollar amounts in thousands]

Program	Fiscal year 1991 appropriation level	Fiscal year 1992 budget estimate	House allowance ¹	Committee recommendations
Rulemaking	\$9,029	\$12,808	\$10,443	\$11,586
Positions	93	95	94	93
Enforcement	\$14,828	\$15,750	\$16,220	\$15,750
Positions	103	103	103	103
Highway safety	\$41,255	\$38,531	\$35,734	\$38,256
Positions	186	188	187	188
Research and analysis	\$47,779	\$52,862	\$53,496	\$53,850
Positions	146	151	150	150
General administration	\$7,379	\$8,534	\$3,871	4,035
Positions	91	91	44	46
Office of the Administrator and staff offices	\$3,521	\$4,075	\$8,531	\$8,264
Positions	46	46	91	91
Transfer ¹	-\$5,078	-\$5,353	-\$9,943	-\$9,755
Total	\$118,713	\$127,207	\$118,352	\$121,986
Positions	665	674	669	671

¹ Reflects transfer from highway traffic safety grants.

The Committee's allowance includes the following adjustments to the budget request:

Operations and research

Ruler making

- \$112,000 for two positions to conduct an environmental impact statement for CAFE standards;
- \$1,400,000 for environmental impact statement related to CAFE standards; and
- + \$290,000 for the New Car Assessment Program [N-CAP].

Highway safety

- \$200,000 for section 402 grants administration;
- \$345,000 for police traffic services; and
- + \$270,000 to restore TEAM to fiscal year 1991 level.

Research and analysis

- + \$1,250,000 for safety-related IVHS research;
- \$500,000 for the national accident sampling system [NASS];
- \$1,500,000 for the national advanced driving simulator [NADS];
- \$62,000 for one position for the National Center for Statistics and Analysis;
- + \$200,000 for the youth awareness initiative;
- + \$500,000 for the development of a uniform heavy-truck tire traction performance test procedure;
- + \$350,000 to research and develop the use of lighter weight automotive components;
- + \$250,000 for the reduction in underage drinking; and
- + \$500,000 for trauma research/passenger compartment intrusions.

General administration/Office of the Administrator

- \$40,000 for the Office of the Administrator; and
- \$270,000 for general administration evaluations.

Accountwide adjustments

- \$95,000 for travel expenses;
- \$50,000 in training costs;
- \$50,000 in computer support;
- \$20,000 in printing and reproduction;
- \$30,000 in supplies and materials; and
- \$4,157,000 for rental payments consolidation.

RULEMAKING

This activity covers rulemaking relative to Federal motor vehicle safety standards, automotive fuel economy standards, international harmonization of standards, theft prevention, regulatory reform, and information on motor vehicle safety.

For fiscal year 1992, the Committee has provided a total of \$11,586,000, \$2,557,000 more than the fiscal year 1991 comparable level, \$1,143,000 more than the House, and \$1,222,000 less than the President's request.

The Committee does not concur in the House adjustment holding contracts to a 10-percent increase. The Committee reduces both positions associated with the fuel economy EIS and addresses travel funding as an accountwide adjustment.

New Car Assessment Program [N-CAP]

The Committee's allowance of \$2,070,000 for N-CAP includes not less than \$150,000 for NHTSA to use and promote new consumer marketing techniques to ensure that N-CAP information is more easily understandable by consumers and more useful as a market incentive. The Committee directs NHTSA to utilize a variety of new methods in presenting N-CAP data that will be more immediately informative to the car-buying public. Among the types of information that will be presented to the public through phone inquiries and NHTSA press releases will include lists of vehicle models performing best on different injury criteria measures of N-CAP tests, lists of vehicle models performing worst on different injury criteria measures of N-CAP tests, lists of vehicles with the highest head injury criterion [HIC], lists of vehicles with the lowest HIC, listings of vehicle models in rank order of their performance on N-CAP tests, and the historical performance of different auto manufacturers on N-CAP tests.

The Committee includes \$100,000 to supplement the budgeted level for advertising efforts to promote for the public the availability on N-CAP data utilizing these new methods of presentation to new car buyers through the media and NHTSA's toll free 800 number. NHTSA may utilize up to \$25,000 to evaluate the impact of these new methods of presentation on the car-buying public. The Committee's allowance also includes sufficient funds to test the same number of vehicles (34) that were tested in fiscal year 1991. NHTSA will supply a report to the Committee not later than February 1, 1992, detailing how it will comply with the above cited directives and a detailed accounting of all anticipated fiscal year 1992 expenditures for the N-CAP program.

Environmental impact statement

The Committee has not provided \$1,400,000 as requested by NHTSA for an environmental impact statement on corporate average fuel economy standards.

Side impact protection—Head injury

The Committee wishes to echo the House committee in calling on NHTSA to amend Federal motor vehicle safety standard 214 in order to minimize head injuries resulting from side impacts. The Committee notes that section 205 of the Surface Transportation Efficiency Act of 1991, as passed by the Senate on June 19, 1991, by a vote of 91 ayes and 7 nays, requires a final rulemaking to FMVSS standard 214 not later than 12 months following enactment of the act. The Committee expects NHTSA to proceed with this rulemaking expeditiously.

Antilock brakes on trucks

In the last 10 years, at the same time the Nation experienced a 9-percent drop in passenger car deaths, large truck crash fatalities decreased only 1 percent. Medium and heavy trucks comprise 3.2 percent of all vehicles on the road, but in 1988 were involved in 8.4 percent of all fatal crashes and 12 percent of all highway deaths. NHTSA estimates that 20 percent of all truck occupant fatalities and a majority of truck occupant injuries occur in crashes in which truck brake performance was a contributing factor.

Antilock brakes, along with suitable equipment that improves braking efficiency (automatic slack adjustors, dedicated electrical braking circuitry, et cetera) have been proven both in domestic and foreign operation to reduce both the number and the severity of truck accidents.

Beginning in October 1991 Japan will require antilock brakes for heavy truck tractors and trailers manufactured for use in the transportation of hazardous materials. Similarly, the European Economic Community will soon require antilock brakes for heavy trucks, trailers, and buses. The Committee believes that NHTSA should aggressively pursue its current research on the merits of requiring antilock brakes on truck tractors and trailers. NHTSA's priority plan for 1991 through 1993 indicates that NHTSA will make a regulatory decision on requiring antilock brakes on heavy truck tractors in 1992. The Committee will be carefully monitoring NHTSA's actions on this rulemaking decision.

As an interim step, the Committee requests that NHTSA submit a report on its progress in researching and establishing standards that enhance the braking performance of medium and heavy trucks. The report should contain the following elements: final results of the field testing of truck antilock brake systems; a comparison of six-channel versus four-channel antilock systems for combination trucks; the benefits of engine retarders on heavy vehicles equipped with antilock brakes; the benefits to stability and handling of improved converter dolly designs for combination trucks; and the research needed on the effects on heavy vehicle braking systems and their performance as related to uneven cargo loading

practices and different types of tires (for example, radial versus nonradial, wide single versus dual).

The Administrator shall submit this report to the House and Senate Appropriations Committee on or before September 1, 1992.

Rollover (crash avoidance and crashworthiness)

Rollovers cause approximately 10,000 motor vehicle crash fatalities annually—more than 20 percent of the Nation's motor vehicle crash deaths. However, NHTSA has not proposed or issued a minimum standard to prevent rollovers, despite granting a petition for rulemaking to establish a minimum rollover standard in 1989. Although NHTSA has set the goal of announcing a regulatory decision on potential rollover crash avoidance standards by spring 1991, no announcement has been made. The current roof crush resistance standard, which provides a minimum of protection to motor vehicle occupants when a rollover occurs, was issued 20 years ago. The agency is in the process of extending this standard to light trucks and vans with gross weights of 6,000 pounds or less.

The National Highway Traffic Safety Administration Authorization Act of 1991, as passed by the Senate, requires completion of a rollover protection rulemaking within 12 months of enactment. The Committee requests, therefore, that the Administrator submit a report regarding rollover and roof crush standards. The report shall: analyze the existing standards for rollover prevention and roof crush; review and evaluate petitions to the agency to change these standards; review similar standards (for example, in other Government departments or agencies such as the Department of Defense and the GSA and in other nations); review the agency's existing data on rollover prevention and roof crush; review possible countermeasures, including setting a standard consisting of a ratio of track width to center of gravity height for rollover prevention; and report on the number of vehicles sold annually (other than trucks with a gross vehicle weight of 10,000 pounds or more) which are not subject to the roof crush standard of 6,000 pounds or less, including a breakdown by type of vehicle sold, that is, passenger cars, vans, minivans, light trucks, et cetera.

The report shall include information available on the cost of rollover and roof crash preventive systems.

The report shall also identify statistics indicating which vehicles are most susceptible to rollover, which vehicles are overinvolved in rollovers, and characteristics of the occupant population involved in rollover crashes and the number of deaths and injuries each year by vehicle type. The Administrator shall submit this report to the House and Senate Appropriations Committee on or before April 1, 1992.

Pedestrian safety

More than 7,000 pedestrians are killed and 110,000 are seriously injured annually. According to NHTSA, head injuries to pedestrians result in approximately 35 percent of the total cost of pedestrian injuries. NHTSA states that research has been conducted to reduce the risk of head injury during pedestrian collisions with motor vehicles and that procedures and equipment have been developed to reduce head injury risk in the central hood area of cur-

rent production vehicles. The agency has stated that significant benefit may be achieved if all vehicles have hoods similar in construction to those of the best vehicles tested. NHTSA is expected to articulate a regulatory decision on this issue shortly.

The National Highway Traffic Safety Administration Authorization Act of 1991, as passed by the Senate, requires NHTSA to complete a rulemaking in this area within 2 years of enactment. The Committee requests, therefore, that NHTSA submit a report on data it has collected and research conducted regarding ways of reducing pedestrian deaths and injuries through making vehicles more forgiving by removing sharp edges, softening the hood and cowl area, increasing the space between the hood and engine components, and other approaches, the cost of such designs in new cars, and on the numbers of deaths and injuries currently by type of injury and by vehicle type causing the injuries. The report shall include information on vehicle designs for pedestrian protection in other countries.

The Administrator shall submit this report to the House and Senate Appropriations Committee on or before April 2, 1992.

ENFORCEMENT

This program provides for the enforcement of programs described under the rulemaking activity, including manufacturer compliance with motor vehicle safety and fuel economy standards, investigation of safety-related defects, and surveillance of odometer tampering.

For the enforcement program, the Committee has provided a total of \$15,750,000, \$922,000 more than the fiscal year 1991 comparable level, and the same as the budget request.

The House provided a total of \$16,220,000 for enforcement. The Committee does not provide the increase for enforcement provided by the House and addresses travel funding as an accountwide adjustment.

Auto theft-resistance study

The Committee is concerned with the findings of the uniform crime reports which indicate that motor vehicle theft increased between 1985 and 1989 by 42 percent, to over 1.5 million offenses per year. Around the country, there is one motor vehicle theft every 20 seconds. The total value of stolen vehicles now exceeds \$8,000,000,000 annually.

The auto theft problem is also a problem of highway safety. Auto thieves often drive recklessly, sometimes to avoid the police, and create a real hazard to other drivers and pedestrians. Many innocent lives are lost as a result. Last year in Newark, NJ, for example, 10 people were killed by stolen vehicles.

The Committee recognizes the expertise on motor vehicle theft that has been developed by the National Highway Traffic Safety Administration in the course of its recent study into the vehicle parts marking system. To take advantage of this expertise, the Committee directs NHTSA to conduct a study to identify and evaluate methods by which vehicle manufacturers and dealers can make vehicles more resistant to theft. The study should evaluate

the effectiveness of specific theft-resistance measures. It should include an evaluation of benefits in terms of accident avoidance, insurance loss avoidance, and other benefits; an evaluation of costs; and an evaluation of technological feasibility. The study also should include specific recommendations for manufacturers and dealers on steps they should take to reduce vehicle theft.

The Administrator shall submit to the Committee a report on the findings of the study on or before April 1, 1992.

HIGHWAY SAFETY

This program provides technical support to States in the conduct of their safety programs, and conducts demonstration programs emphasizing alcohol countermeasures, safety belt and child safety seat usage, automatic protection, improved traffic law enforcement, improved emergency medical and trauma care systems, and enhanced traffic record systems. It also provides for the operation and improvement of the national driver register.

For the Highway Safety Program, the Committee has provided a total of \$38,256,000 which is \$2,999,000 less than the fiscal year 1991 comparable level, \$275,000 less than the budget request, and \$2,522,000 more than House allowance.

The Committee does not concur in the House adjustments reducing alcohol/drug program contracts, DEC positions, and funding for a highway safety literature review. The Committee addresses travel funding as an accountwide adjustment.

Section 403 activities

The Committee has received information indicating the need for NHTSA to improve communications with the States about its 403 program activities. NHTSA should investigate ways of better informing the States about the proposals for, and results of, 403 projects. Next year, the Committee looks forward to receiving information on how this was accomplished by the combined efforts of NHTSA's TSP office, regional offices, and research investigators.

The Committee directs that not less than \$250,000 in funds provided for the section 403 program be used on efforts to educate the motoring public on sharing the road with the motor carrier industry.

Drug Evaluation and Classification [DEC] Program

The Drug Evaluation and Classification Program conducted by TSP has been a demonstrated success. NHTSA has indicated that eventually it would like to reduce its role in this important program. NHTSA expects that the lead role for program maintenance and expansion will be passed to the States after fiscal year 1993. The Committee directs NHTSA to submit a plan to the House and Senate Appropriations Committees before June 1, 1992, detailing how the agency will substantially reduce its role in the Drug Evaluation and Classification Program over the next 5 years.

National drivers register [NDR]

The Committee directs NHTSA, in cooperation with the American Association of Motor Vehicle Administrators and other inter-

ested parties, to study the merits of reducing NHTSA's involvement in the national drivers register (including the problem driver pointer system) during the next 5 years. The study should address whether responsibility for operation of the NDR should be transferred to the States, and how and whether the NDR could be operated without Federal funds. The plan should also address how the NDR could be strengthened and how NHTSA will ensure effective implementation of the regulations issued pursuant to implementation of the 1982 NDR Act. The plan should be submitted to both the House and Senate Appropriations Committees before June 1, 1993.

Traffic enforcement—Commercial motor vehicles

In the Department of Transportation Appropriations Act of 1991, Congress provided moneys for several pilot projects to test whether commercial vehicle traffic enforcement activities can be successfully integrated into the MCSAP. These pilot projects have been a definitive success and have added to the experience base of some States that are already combining stops for traffic enforcement with follow-on motor carrier safety inspections. In order to ensure that use of this effective approach is expanded, the Committee has provided \$375,000,000 for traffic enforcement activities targeted at commercial motor vehicles under the Motor Carrier Safety Assistance Program. By coupling traffic enforcement activities with an appropriate form of a motor carrier safety inspection, MCSAP will become a comprehensive and strategically designed program focusing more on driver causes of truck- and bus-involved accidents.

The Committee believes that it would be far more timely and effective to proceed with a full-scale effort targeted on operators of commercial vehicles who violate the rules of the road, rather than funding the demonstration projects proposed by NHTSA. In fact, the long-term benefits possible under MCSAP far outweigh those possible under a 1-year NHTSA effort. Consequently, the Committee disallows the \$345,000 requested by NHTSA for its similar commercial vehicle safety initiative.

Section 410 alcohol safety grants

The reauthorization bill for highway safety programs, as passed by the Senate, continues the section 410 alcohol safety grants program.

Public Law 100-690 added to the Highway Safety Act of 1966 a new section (410) which establishes a two-tiered incentive grant drunk driving prevention program. Under this program, a State may qualify for basic and supplemental grants not to exceed 85 percent of the State's fiscal year section 402 apportionment.

The Committee is pleased that the first State, New Mexico, having enacted the stringent antidrunk driving provisions required for section 410 eligibility, will receive funds for fiscal year 1991. Six other States are rapidly approaching eligibility for this program. The Committee has not provided additional funding for the section 410 program, as prior year appropriated funds will be sufficient to meet the grant requirements for those States approaching eligibility in fiscal year 1992, as well as possible second-year funding for New Mexico.

Impact of 65-miles-per-hour speed limit

In a letter dated March 5, 1991, to the chairman of the Subcommittee on Transportation and Related Agencies, Committee on Appropriations, NHTSA indicated its intent to terminate further annual studies on the impact of the 65-miles-per-hour speed limit. The Committee finds that the information provided as part of this annual report continues to be of great value to public policymakers in evaluating the impact of the 65-miles-per-hour speed limit, and directs that NHTSA continue to publish this report on an annual basis.

Techniques for effective alcohol management [TEAM]

The Committee continues to be supportive of the Techniques for Effective Alcohol Management Program. Indeed, the Committee has consistently voiced its support for TEAM in Committee reports for a number of years. Nonetheless, NHTSA has proposed to reduce funding for TEAM by \$270,000 for fiscal year 1992. The Committee has restored funds for TEAM by reducing evaluation funds under general administration. The Administrator shall ensure that these additional funds are used to enhance educational activities through the TEAM Program; not to supplant contributions by non-Federal participants.

RESEARCH AND ANALYSIS

This program provides motor vehicle safety and highway safety research and development in support of all NHTSA programs, including the collection and analysis of data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Major activities include crashworthiness research, crash avoidance research, and support for the national accident sampling system and the fatal accident reporting system.

For the Research and Analysis Program, the Committee has provided \$53,850,000, which is \$6,071,000 more than the fiscal year 1991 comparable level, \$988,000 more than the budget request, and \$354,000 more than the House allowance.

The Committee does not concur in the House adjustments adding funds for Jackson Memorial Hospital or biomechanics research. The Committee also rejects the House's recommended reductions in NASS funding, crash avoidance contracts, IVHS positions, and technical assistance and research dissemination. The Committee addresses travel funding as an accountwide adjustment.

National accident sampling system [NASS]

The Committee recommends \$8,899,000,000 for the NASS. Within the appropriated funds, the Committee requires that not less than \$600,000 be used to advance new technologies that will reduce reliance on existing data collection methods and substitute, over time, increased use of improved State crash information. These technologies may include, but are not limited to, artificial intelligence for the coding of relevant hospital records, linking of improved police accident reports to trauma and other medical records, and photogrammetry. These technologies are necessary to build the scientific and technical capability to replace the current data acquisitions

method used in the NASS. If feasible, techniques should be developed to allow computer-aided analysis of photographs of crashes to generate crash severity estimates.

National advanced driving simulator [NADS]

The Committee has not provided \$1,500,000 for the national advanced driver simulator as included in the budget request and provided by the House. To date, \$4,751,000 has been appropriated for this project and \$720,000 has been obligated. NHTSA has concluded a series of needs and project specification studies on this project and is currently evaluating the results of these studies as well as the potential for contributions from non-Federal participants toward the construction and operational costs of the simulator.

NHTSA will choose a site for the new simulator based on a rigorous study on the ideal location of the facility by the National Science Foundation. Based on its evaluation of the need for the facility and the likelihood of non-Federal contributions, giving full weight to the studies of the National Transportation Research Board and other commissioned studies, NHTSA will make a final decision on whether to proceed on the project. Based on NHTSA's schedule for final design and construction of the facility, no funds provided in fiscal year 1992 will be obligated until the following fiscal year.

Last year, the Committee directed NHTSA to take the steps necessary to maximize the contributions of non-Federal participants. The Committee continues to feel that the potential benefits of proceeding with this facility will only be maximized when there is substantial non-Federal investment, both scientific and financial, in the simulator. The Committee also believes that the benefits of the project will only be maximized if the independent site selection process performed by the National Science Foundation is respected. The Committee's willingness to provide further funding for this project will depend on evidence of substantial non-Federal participation and respect for the NSF's site selection process.

Trauma research—passenger compartment intrusions

The Committee has provided \$500,000 for research on injury causes and costs of high-speed car crashes to be conducted at a trauma center staffed by a research professional(s) with extensive experience in this area. This study will examine the relationship between injuries and passenger compartment intrusions.

Intelligent vehicle highway safety systems

Safety-related considerations play a critical role in the innovation of intelligent vehicle highway safety systems [IVHS]. Consequently, the Committee recommends a total of \$9,250,000 for NHTSA's research work on intelligent vehicle highway safety systems, \$1,250,000 more than the President's request. The House cut the President's request for crash avoidance research by \$4,217,000. The total amount requested for such research is \$11,937,000, of which \$8,000,000 was for IVHS research. The House simultaneously cited its expectation that the full amount requested (\$1,500,000) for the national advanced driving simulator will be provided. Thus, the reduction taken by the House would cut the administration's

request for IVHS and other crash avoidance activities excluding the simulator by 40 percent.

NHTSA's budget proposal included \$8,000,000 for work in the field of intelligent vehicle highway systems. This program will use innovative technologies in electronics, computers, information processing, and communications to enhance safety on the Nation's highways. The Committee believes that assessing the capabilities of the technology being developed to improve safety and to assist in its development and application should be a priority for NHTSA research. The early implementation of collision avoidance systems including such technology as radar warning/braking, blind spot monitoring, driver performance monitoring, infrared imaging for night vision enhancement, and adaptive cruise control will yield a major payoff in the long term because of the cumulative effect that accrues as more vehicles are equipped. It is also important for NHTSA to work in partnership with technology developers and States to develop innovative demonstrations of safety systems. Because of the large potential payoff for near-term work, the Committee recommends that \$9,250,000 be appropriated for research in the field of intelligent vehicle highway systems.

The Committee notes that NHTSA's priority plan includes the development of a comprehensive research plan on the safety ramifications of IVHS. The Committee requests that NHTSA expand on this plan and develop a strategic program plan outlining the scope and nature of NHTSA's anticipated efforts in IVHS safety issues during the next 5 years. This research plan should be submitted to the House and Senate Appropriations Committees before May 1, 1992, and should lay the foundation for a NHTSA program that would ensure the safe use of IVHS. In addition, the plan should set forth an approach that will lead to a better understanding of the driving task. Increased understanding of the driver/machine/highway interface and driver overload is essential to the development of IVHS technology and evaluation protocols as well as the development of the science of crash avoidance. In developing the plan and in implementing the fiscal year 1992 program, NHTSA should pay particular attention to ensuring that its activity exploits fully the opportunity that IVHS offers for the older driver.

The Committee is greatly encouraged by the potential for IVHS in enhancing EMS systems nationwide. As part of its enhanced research effort in the IVHS area, NHTSA is encouraged to pursue projects that demonstrate the use of IVHS technologies in lessening the likelihood of permanent victim disability or death.

Reduction in underage drinking

The Committee continues to be concerned about the problem of underage drinking, and its effect on traffic safety. Since its enactment in 1984, the Uniform Minimum Drinking Age Act has proven effective in fighting drunk driving, saving more than 1,000 young lives each year, according to NHTSA. However, in spite of these gains, underage drinking continues to be a problem. The Surgeon General of the United States has estimated that at least 8 million teenagers use alcohol each week, with almost 500,000 drinking excessively at least once a week. A recent study by the Insurance Institute for Highway Safety found that underage buyers in the Dis-

trict of Columbia, without even any false identification, were able to purchase beer in 97 out of 100 attempts. Statistics long have clearly demonstrated the tragic disproportionality of drunk driving fatalities among younger drivers. It is important to develop comprehensive programs on community and regional levels to reduce the incidence of underage drinking and driving. The Committee has provided \$250,000 to develop such a program, as a model for national use, in the Washington, DC, area. The Committee directs NHTSA to report on its efforts not later than April 1, 1992.

National Center for Statistics and Analysis

The Committee disallows the position requested for the National Center for Statistics and Analysis. The Committee expects that the State data system project will be conducted using current staff. It is noted that 46 full-time positions are authorized for this center, but only 39 full-time equivalent positions are currently available.

Younger and older driver and pedestrian research

The Transportation Research Board report entitled "Safety Research for a Changing Highway Environment" carefully documents the challenge to highway safety posed by both the older and younger populations. As the report notes, the high involvement rate of older drivers in crashes (on a mileage-driven basis) is second only to those of drivers under the age of 25. Although NHTSA has important programs focused on each of these populations, the Committee seeks to enhance these efforts. Consequently, the Committee requests that NHTSA submit a report detailing its research agenda on topics specifically addressing the unique safety issues related to the older and younger driver.

Youth awareness initiative

The Committee has provided \$200,000 for an impaired driving prevention program for Maryland youth. Currently, Maryland has established six regional alcohol/drug abuse prevention training and resource centers that develop and promote preventive activities. The Maryland Department of Transportation shall use these funds to employ college-aged students trained at these centers to deliver to Maryland youth, at both the secondary and the college level, impaired driving prevention education. This pilot program will develop model procedures and approaches for successfully reaching a targeted population that is at high risk for involvement in highway accidents. The successful methodologies of this program would then be available for transfer to other States. A portion of these funds will be used to conduct a preliminary evaluation of the benefits, costs, and lessons learned from this project that would be published by NHTSA.

Development of a uniform heavy-truck tire traction performance test procedure

Tires play a critical role in heavy-truck braking, handling and stability, yet no uniform procedure exists to measure truck tire traction performance. Even though a vehicle may be equipped with state-of-the-art antilock brakes, tires with poor traction characteristics may compromise braking performance.

As heavy-truck braking and suspension systems become more sophisticated, the weak link in the safety performance of tractor-trailer combinations may be tire traction. Both truck manufacturers and truck users need better information about the traction performance of the tires they are considering purchasing. No uniform test procedure now exists to permit the systematic comparison of the traction performance of tires produced by different manufacturers.

The Heavy Truck Subcommittee of the NHTSA Motor Vehicle Safety Advisory Committee has proposed research that would develop a standardized truck tire traction test procedure which would then be used to evaluate a sample group of tires. The Committee provides \$500,000 for such research.

CAFE—Lighter weight vehicles

The crashworthiness of lighter weight vehicles is a critical factor in the safety debate surrounding proposed increases in corporate average fuel economy [CAFE] standards. The Committee has provided an initial investment of \$350,000 in research funds to develop and demonstrate lightweight, superior-performance automotive components. These funds will be used to support the efforts of a joint university-industry partnership in demonstrating the use of reinforced metals and reinforced ceramics technology in the design of such components. The partnership will include a university with a mechanical and aerospace engineering department with considerable experience and expertise in automotive component design, analysis, and testing. The effort will also benefit from the input of the university's National Center for Alternate Transportation Fuels and a Center for Industrial Research Applications.

GENERAL ADMINISTRATION AND OFFICE OF THE ADMINISTRATOR/STAFF OFFICES

Major activities include overall executive direction, planning, program evaluation, and implementation. The Committee recommends a total of \$8,264,000 for these activities, which is \$267,000 below the House allowance, \$270,000 below the budget request, and \$885,000 above the fiscal year 1991 comparable level.

The Committee recommends a general reduction of \$40,000 in the Office of the Administrator. The Committee does not concur in the House adjustments deleting funds for the Offices of the Director of Intergovernmental Affairs and the Deputy Administrator, and adding funds for the Public/Consumer Affairs Office. The Committee reduces evaluation activities in this subaccount by \$270,000. Travel funding is addressed by the Committee as an accountwide adjustment.

Budget justification improvements

The Committee finds that the budget justifications submitted by NHTSA are sorely lacking in detailed information on the amounts budgeted for specific activities. For example, pages 22, 23, and 24 of NHTSA's fiscal year 1992 budget justification lists three separate crash avoidance activities, five separate crashworthiness activities, and five automotive consumer activities. However, the justifica-

tions cite the amount budgeted for fiscal years 1991 and 1992 for only 2 of these 13 activities—the N-CAP program and the fuel economy program. The Committee expects future year budget submissions to fully justify expenditures for each and every activity citing base year and budget year funding levels for each activity.

Similarly, the budget justification for the Office of Research and Analysis cites 11 separate areas of crashworthiness research, 14 areas of crash avoidance research, and 10 areas of research on alcohol, drugs, community programs, pedestrians, the elderly, and speed. Here again, the budget justification cites base and budget year funding levels only for certain broad categories of research. The Committee expects that all specific research projects for which funding is requested will have base year and budget year figures identified in the budget justifications. The Committee should not be required to request this data through exhaustive questioning as part of its annual hearings process. The Committee also expects NHTSA to employ this new format uniformly in presenting its budget requirements for its several offices in the fiscal year 1993 budget justifications.

OTHER ACCOUNTWIDE ADJUSTMENTS

The Committee has concurred in the House action deducting \$4,157,000 for rental payment to GSA. The necessary funds for rental payment are provided in a separate account. The Committee has further reduced the request as follows: —\$95,000 for travel expenses; —\$50,000 in training costs; —\$50,000 in computer support; —\$20,000 in printing and reproduction; and —\$30,000 in supplies and materials.

Travel funding

The Committee allows an increase for agency travel of \$164,000 above the fiscal year 1991 level. The House allowance freezes travel at the fiscal year 1991 level. The increase of \$164,000 provided by the Committee shall be directed to the Office of Research and Analysis for travel related to research activities on intelligent vehicle highway systems [IVHS], and to the Office of Highway Safety for the purposes of the expansion of the Drug Evaluation and Classification Program.

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 1991	(\$109,805,000)
Budget estimate, 1992	(156,000,000)
House allowance	(130,000,000)
Committee recommendation	(150,000,000)

The Surface Transportation Efficiency Act as passed by the Senate anticipates continuation of the safety formula grant program. Grant allocations are determined on the basis of a statutory formula established under 23 U.S.C. 402. Individual States use this funding in areas which have the greatest potential for achieving

safety improvements and reducing traffic crashes and fatalities. Activities are centered predominantly on efforts to control drivers impaired by alcohol and drugs; stimulate activities to improve occupant protection; improve traffic law enforcement; improve the quality of emergency medical services; improve motorcycle safety; improve the collection and analysis of traffic accident data; and establish and maintain a computerized traffic recordkeeping system.

The Committee recommends an appropriation for liquidation of contract authorization of \$150,000,000 for the payment of obligations incurred in carrying out provisions of the State and Community Highway Safety Program (sec. 402), the Schoolbus Driver Training Program (sec. 406), the Alcohol Safety Incentives Grant Programs (sec. 408), and the Safety Education and Information Grants Program (sec. 209).

LIMITATION ON OBLIGATIONS (SEC. 402)

The Committee proposes a total limitation of \$120,000,000 for obligations to be incurred under the Safety Formula Grants Program of section 402. Funds for the 402 program have been level funded since fiscal year 1985. The Committee believes that a continued downgrading of the Federal role in the 402 program because of the effects of inflation would not be in the national interest. In order to reach and at least maintain the next level of highway safety—below two fatalities per 100 million miles traveled—it is essential that existing efforts be strengthened and that innovative strategies in highway safety be pursued. Thus the Committee has provided a \$120,000,000 for the section 402 program, an increase of \$5,000,000 above the administration request and the House allowance. The Committee directs that NHTSA continue to fund 402 projects with the same cost-sharing ratio policy that is currently being used.

ALCOHOL INCENTIVE GRANTS (SEC. 408)

The Committee proposes a total limitation of \$20,000,000 for obligations to be incurred under the section 408 alcohol incentive grants program. The amount provided is the same as the House allowance and \$5,000,000 more than the administration's request.

The amount provided is expected to be sufficient to provide grants to the States that have become eligible for section 408 grants. The section 408 program contributes to the reduction of alcohol-related crashes, injuries, and deaths by assisting and encouraging States to adopt countermeasures of proven effectiveness to prevent drunk driving. States become eligible for basic grants by enacting laws which, at a minimum, require prompt license suspension of drunk drivers, mandate sentencing of second offenders, and establish a maximum allowable per se blood alcohol content of 0.10 percent. State enacting additional countermeasures stipulated in the authorizing statute are also eligible for supplemental grants.

In addition to establishing three new State highway safety grant programs, the highway safety reauthorization bill passed by the Senate maintains the authority for the section 408 program. However, States that draw funds from the newly authorized section 405 program may not simultaneously receive section 408 grant funding.

SECTION 405 IMPAIRED DRIVING ENFORCEMENT GRANTS

The Senate-passed Surface Transportation Efficiency Act authorizes \$225,000,000 for a new, 5-year grant program to make basic and supplemental grants to States that take certain actions to prevent drugged and drunk driving. Like the current section 408 and 410 programs, a State's basic and supplemental grants under the section 405 program are determined on a percentage basis of its section 402 State grant.

The eligibility criteria for the section 405 program contains similar statutory thresholds as those found in the section 408 and section 410 programs, such as prompt drivers license suspension and/or revocation and blood alcohol testing. In addition, the criteria for section 405 grants addresses the use of sobriety checkpoints and video monitors and a mandatory maximum blood alcohol content [BAC] level of 0.08 for the third year of eligibility. States receiving section 408 alcohol incentive grant funds may not simultaneously receive section 405 grant funds. However, States that have exhausted their eligibility for section 408 funds may apply for section 405 grant funds.

Based on a preliminary evaluation of criteria necessary for section 405 eligibility, it does not appear likely that any State will be eligible for section 405 grants in fiscal year 1992. Thus, the Committee did not consider funding for this program.

STATE GRANTS FOR SAFETY BELT AND MOTORCYCLE HELMET USE

Section 122 of the Surface Transportation Efficiency Act of 1991 as passed by the Senate authorizes \$100,000,000 for a new 3-year grant program to States meeting specific eligibility criteria for helmet use by motorcyclists and safety belt use by front-seat occupants of passenger vehicles. A first-year grant to any State would require that State to have both a seat belt use law and a motorcycle helmet use law in place. A second-year grant would require a seat belt use rate of 50 percent and a 75-percent use rate for motorcycle helmets. States receiving funding for a third and final year would be required to have a 70-percent use rate for seat belts and 85-percent use rate for motorcycle helmets. Grant funds would be used by States to educate the public about motorcycle and passenger vehicle safety and the use of motorcycle helmets, safety belts, and child restraint systems. The funds would also be used to train law enforcement officers to enforce seat belt and motorcycle helmet use laws and to monitor the rate of compliance with those laws.

A preliminary evaluation indicates that a significant number of States will be eligible for these grants in the first year. The Committee has provided \$20,000,000 for this new program.

STATE GRANTS FOR THE USE OF SAFETY BELTS AND CHILD RESTRAINTS

Section 218 of the Surface Transportation Efficiency Act of 1991 as passed by the Senate authorizes \$50,000,000 for a new 3-year grant program to States that adopt and implement safety belt use laws that increase the level of use of safety belts and child restraints. This program is very similar to the program authorized by section 122 of the Surface Transportation Efficiency Act. However,

to receive a first-year grant, a State would be required to have a belt use rate of 70 percent or demonstrate an increase of 20 percent over 1990 levels. In order to qualify for funding in the second year, a State would be required to have an 80-percent belt use rate or demonstrate a 35-percent increase in its use rate above 1990 levels. For a third year of funding, a State would be required to have a 90-percent belt use rate or demonstrate a 45-percent increase in belt use above 1990 levels. A preliminary evaluation indicates that no States will qualify for funding under this program in fiscal year 1992.

SAFETY EDUCATION AND INFORMATION GRANTS (SEC. 209)

The Committee proposes to limit cumulative section 209 obligations at \$4,750,000. This is the same level as the budget request and the amount provided by the House.

FEDERAL RAILROAD ADMINISTRATION

SUMMARY OF FISCAL YEAR 1992 PROGRAM

The Federal Railroad Administration became an operating administration within the Department of Transportation on April 1, 1967. It incorporated the Bureau of Railroad Safety from the Interstate Commerce Commission, the Office of High Speed Ground Transportation from the Department of Commerce, and the Alaska Railroad from the Department of the Interior. The Federal Railroad Administration is responsible for planning, developing, and administering programs to achieve safe operating and mechanical practices in the railroad industry. Grants to the National Railroad Passenger Corporation (Amtrak) and other financial assistance programs to rehabilitate and improve the railroad industry's physical plant are also administered by the Federal Railroad Administration.

The Committee recommends new appropriations totaling \$1,026,409,000 for the activities of the Federal Railroad Administration for fiscal year 1992. This is \$460,869,000 more than the budget request, \$121,599,000 more than the amount provided for fiscal year 1991, and \$232,883,000 more than the House allowance.

The following table summarizes the Committee recommendations for budget authority and contract authority:

Program	Fiscal year 1991 appropriation level	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Office of the Administrator	\$14,433,000	\$18,218,000	\$16,077,000	\$16,962,000
Local rail freight assistance	10,000,000		10,000,000	14,000,000
Railroad safety	34,362,000	41,024,000	37,136,000	38,921,000
Railroad research and development	22,147,000	26,298,000	14,713,000	10,526,000
National maglev program (contract authority)				^a (30,000,000)
Northeast Corridor Improvement Program	179,000,000		36,000,000	260,000,000
Grants to Amtrak	¹ 486,080,000	² 330,000,000	503,900,000	511,000,000
Mandatory passenger rail payments	150,000,000	² 150,000,000	145,000,000	145,000,000
Conrail commuter transition assistance	5,000,000		27,200,000	
Settlements of railroad litigation	265,000			
Amtrak corridor improvement loans	3,500,000		3,500,000	

Program	Fiscal year 1991 appropriation level	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Regional rail reorganization program.....	23,000			
Total.....	904,810,000	565,540,000	793,526,000	* 1,026,409,000

¹ Includes \$11,000,000 derived by transfer.

² Proposed as a consolidated appropriation.

³ Contract authority.

⁴ Includes \$30,000,000 in contract authority.

OFFICE OF THE ADMINISTRATOR

Appropriations, 1991	\$14,433,000
Budget estimate, 1992	18,218,000
House allowance	16,077,000
Committee recommendation	16,962,000

The Office of the Administrator provides support and guidance on critical issues concerning the railroad industry and the day-to-day operations of the Federal Railroad Administration. The appropriation includes budget activities, executive direction and administration and policy support aimed at resolving critical problems in the railroad industry. Programs funded are: (1) administration and special projects—includes the salaries and related expenses for administering FRA's assistance programs; (2) contractual support for policy studies; and (3) reimbursements to the Department of Labor for the Alaska Railroad workers' compensation payments.

Collection of civil penalties resulting from enforcement actions pursuant to the Hazardous Materials Transportation Act [HMTA].—In the 1991 report, the Committee expressed its concerns over FRA's past practice of settling cases resulting from enforcement actions taken pursuant to the HMTA at roughly 55 cents on the dollar. Last fiscal year FRA began to improve its settlement process—reaching 59 cents on the dollar. Although the Committee recognizes that this is only one aspect of the safety enforcement and compliance process, it is nonetheless an important one. The Committee fully endorses FRA's decision to set a goal of collecting 65 percent of the initial penalty demand on sustainable HMTA claims received in 1990 and closed after March 31, 1991. The Committee will review the results of this experiment during next year's hearings.

Resources for the Office of Chief Counsel.—During the last few years, the Committee has consistently supported an increase in the staff of the Safety Division of the Office of Chief Council. Since 1989, staff attorney positions have increased from 7 to 13, and clerical positions from 3 to 6. Once again the Committee supports FRA's request for this Office and allows for an additional five positions/for four safety attorneys and one administrative assistant. The Committee believes that the additional staff provided should be used primarily to continue to reduce FRA's huge backlog of unsettled enforcement cases now totaling roughly \$32,000,000 and to issue railroad safety regulations on a more timely basis.

The Committee also believes that much more effective use can be made by the expanded FRA attorney and inspector staff of the new enforcement authorities provided in the Rail Safety Improvement

Act of 1988. Although FRA has issued many formal warnings to individuals, FRA, as of July 1, 1991, has disqualified only one individual from safety-sensitive service in the rail industry and had issued another notice of proposed disqualification. Furthermore, FRA has completed only two cases that required a civil penalty to be paid by a railroad employee for allegedly violating the rail safety regulations.

FRA must increase its use of these new enforcement sanctions. It is expected that the Office of the Chief Council will work diligently with the Office of Safety to ensure that more effective use is made of the disqualification provisions and the new authority to bring civil penalty actions against employees willfully disregarding the rail safety regulations.

The Committee understands that additional attorney time is required to proceed with disqualifications and other employee sanctions. Funds for these manpower resources have now been recommended herein. FRA should provide evidence of a considerably expanded use of these authorities next year.

	Fiscal year 1991	Fiscal year 1992 estimate	House allowance	Committee recommendations
Budget data:				
Salaries and expenses.....	\$11,345,000	\$15,350,000	\$15,165,000	\$15,350,000
Contract support.....	10,797,000	1,025,000	925,000	1,025,000
Washington Union Station.....	1,419,000			
Alaska Railroad.....	744,000	1,843,000	1,243,000	1,843,000
Accountwide adjustments.....			-1,256,000	-1,256,000
Total.....	24,305,000	18,218,000	16,077,000	16,962,000
Staffing data:				
Positions.....	195	200	198	200
FTE's.....	185	188	186	188

SALARIES AND EXPENSES

This activity provides for salaries and related expenses for the Office of the Administrator and his immediate staff, Chief Counsel, civil rights, public affairs, budget, administration, policy, and passenger and freight services.

CONTRACTUAL SUPPORT

This activity develops positions regarding various proposed structural changes in the railroad industry. Contractual support is used to conduct internal studies dealing with traffic, economic forecasting, financial condition, and other factors that contribute to an efficient national freight railroad network.

ALASKA RAILROAD WORKERS' COMPENSATION

This activity provides for the necessary reimbursement of workers' compensation payments made by the Department of Labor to former employees of the Alaska Railroad.

The Committee has not included any additional funding for this activity. The compensation payments have already been made by the Department of Labor.

The Committee, like the House, has deducted \$1,256,000 for rental payments from the Office of the Administrator. Adequate funding has been provided for rental payments under a separate account. The Committee does not concur in the other House adjustments to the budget request.

LOCAL RAIL FREIGHT ASSISTANCE PROGRAM

Appropriations, 1991	\$10,000,000
Budget estimate, 1992	
House allowance	10,000,000
Committee recommendation	14,000,000

The Local Rail Service Assistance Program was established by the Regional Rail Reorganization Act of 1973 to provide financial support to States for the continuation of rail freight service on abandoned light density lines in the Northeast. The Railroad Revitalization and Regulatory Reform Act of 1976 expanded the program to all States. In 1978 the program was further expanded and amended to allow capital assistance for rehabilitation prior to, rather than after, abandonment. Amendments in 1981 prohibited the use of these funds for operating subsidies.

The program was again reauthorized in 1989 under Public Law 101-213 and renamed the "Local Rail Freight Assistance Program." The Committee has provided a total of \$14,000,000 for local rail freight assistance, \$4,000,000 more than the fiscal year 1991 comparable level and \$4,000,000 more than the House allowance. The administration did not request funds for this program.

RAILROAD SAFETY

Appropriations, 1991	\$34,362,000
Budget estimate, 1992	41,024,000
House allowance	37,136,000
Committee recommendation	38,921,000

This appropriation finances the development, administration, and enforcement of programs designed to achieve safe operating and mechanical practices in the railroad industry.

The Committee recommends a \$38,921,000 program level for the Railroad Safety Program. This is \$2,103,000 less than the budget request for railroad safety and \$1,785,000 above that recommended by the House.

The funds for rail safety are intended to be distributed as follows:

	Fiscal year 1991	Fiscal year 1992 estimate	House allowance	Committee recommendation
Budget data:				
Federal enforcement	\$26,657,000	\$32,093,000	\$29,952,000	\$31,477,000
Automated track inspection	1,220,000	1,400,000	1,220,000	1,400,000
Safety regulation and program administration	6,502,000	7,531,000	7,451,000	7,531,000
Accountwide adjustments	- 17,000		- 1,487,000	- 1,487,000
Total	34,362,000	41,024,000	37,136,000	38,921,000
Staffing data:				
Positions	498	565	525	539
FTE's	474	517	499	509

Federal enforcement.—This program provides salaries and related expenses for safety field operations. Federal inspectors monitor railroads for compliance with Federal laws with specific emphasis on passenger and hazardous material routes. In addition, this staff provides training to State and railroad industry personnel on safety enforcement activities, including programs dealing with alcohol and drug abuse problems. The administration requested funding for 31 additional inspector and supporting administrative staff-years mandated by the Hazardous Materials Transportation Uniform Safety Act of 1990 and the Sanitary Food Act of 1990 and 12 inspector trainee staff-years to continue implementation of safety regulations mandated in the Rail Safety Improvement Act of 1988. Based on information provided the Committee, it is expected that Federal inspectors will spend no less than 15 days per month in the field.

Automated track inspection.—This program provides for the operation of a self-propelled automatic track inspection vehicle which annually surveys approximately 28,000 miles of track.

Regulation and administration.—This program funds the salaries and related expenses of safety headquarters personnel, data gathering and dissemination, planning and evaluation activities, and provides direction to the field enforcement staff.

New statutory enforcement responsibilities.—The Committee's allowance includes 11 new inspector positions of which at least 6 must be hazardous materials inspectors spending the majority of their time on shipper operations. The Committee is providing for the three headquarter positions requested for FRA's hazardous materials transportation program and expects that these added personnel will reduce the substantial regulatory backlog in this area and help explain these regulations to interested parties.

The Committee recommends a total of 14 inspector positions (7 full-time equivalents) to allow FRA to implement the Sanitary Food Transportation Act of 1990. The Committee also approves the headquarters position requested to support the development and subsequent implementation of the act.

FRA suggested that the rail inspection effort for food transportation safety is roughly as large, if not larger than, that required for hazardous materials transportation. FRA, however, stated that it is unaware of many significant incidents of food contamination related to rail transportation. Furthermore, FRA did not supply data on actual incidences or their potential and likely risks of food contamination during or incidental to rail transportation. Without such data, the Committee cannot justify approving all of the sanitary food inspector positions requested. If inspection and enforcement data submitted next year justifies the need for additional inspectors to implement this act, the Committee will reconsider its decision.

In response to questions raised by the Committee, FRA indicated that additional studies may be valuable in accurately targeting areas of rail transportation that require additional surveillance under the Sanitary Food Transportation Act of 1990. FRA also has noted that it had not yet developed an enforcement approach or inspection protocol to aid its inspectors in implementing this act. The Committee believes that effective use of the time of the inspectors

authorized to implement this act would be enhanced if supporting studies were conducted. Consequently, the Committee specifies that the Administrator shall use not less than \$100,000 of appropriated funds to: (1) develop an effective inspection protocol, training program, and enforcement approach; and (2) identify areas of rail transportation requiring closer surveillance.

Assistance to federally certified State inspectors.—The Committee appreciates the new initiatives of the Administrator to strengthen the partnerships that exist between the FRA and the 31 States participating in the Federally Certified State Railroad Safety Inspection Program. The fundamental contributions of these inspectors to railroad safety and the leveraged benefits of their work with FRA must be recognized. Primarily through the FRA/States rail safety working group, the Committee urges the FRA to make every effort to increase the number of States participating in this program and to increase the size and diversity of existing State inspection activities.

The Committee expects FRA to detail next year all of its outreach efforts designed to accomplish this objective. Both NHTSA and FHWA have much experience in working with State legislative, judicial, and executive branch officials in strengthening Federal/State partnerships and in catalyzing changes in State policies and laws to help implement national safety objectives. The Committee expects FRA to consult with its sister agencies, the American Association of State Highway Transportation Officials [AASHTO], the National Association of Regulatory Utility Commissioners [NARUC], and others in developing the required innovative approaches.

The Committee has received information that the funding for training of federally certified State inspectors has been ample some years and sparse in others. The Administrator should ensure that all requests for appropriate training of these State inspectors continues to receive a high priority. Except for areas that are recognized as solely the Secretary's responsibility, FRA should look upon the States as a partner in the inspection program as envisioned in section 206 of the Federal Railroad Safety Act of 1970.

House directives.—The Committee does not concur with the directive of the House Committee regarding a university-based training facility. The Committee authorizes the Administrator to award a contract for this facility as he sees fit. The Committee concurs in the views of the House regarding comprehensive safety assessments, and expects the Administrator to continue these assessments in fiscal year 1992.

RAILROAD RESEARCH AND DEVELOPMENT

Appropriations, 1991	\$22,147,000
Budget estimate, 1992	26,298,000
House allowance	14,713,000
Committee recommendation	10,526,000

The Federal Railroad Administration's Railroad Research and Development Program plans and conducts research aimed at improving all aspects of the safety of train operations and maintenance, as well as stimulating new industry safety developments

and trends. In 1992, this program will address research in (1) equipment operations and hazardous materials transport safety; and (2) track, right-of-way, and track/train interaction safety. It will also include efforts to bring the transportation test center into compliance with Federal and State environmental laws and three studies mandated by the Hazardous Materials Uniform Safety Act of 1990.

The Committee recommends an appropriation of \$10,526,000 for railroad research and development and 22 positions. This is \$15,772,000 less than the budget request and \$4,187,000 less than the House allowance.

Funds and positions are allocated as follows:

	Fiscal year 1991	Fiscal year 1992 estimate	House allowance	Committee recommendation
Budget data:				
Equipment, operations and HAZMAT	\$5,506,000	\$4,188,000	\$4,338,000	\$4,478,000
Track safety research	5,086,000	4,247,000	4,247,000	3,800,000
Maglev/high speed rail	10,297,000	15,550,000	4,000,000	
R&D facilities	2,250,000	485,000	485,000	485,000
Other	768,000			
Administration	1,576,000	1,828,000	1,708,000	1,828,000
Accountwide adjustments			-65,000	-65,000
Total	25,483,000	26,298,000	14,713,000	10,526,000
Staffing data:				
Positions	16	22	20	22
FTE's	16	19	17	19

Nuclear materials routing and mode study.—The Committee has provided \$100,000 of the funds requested for a study to investigate factors involved in selecting routes and modes to enhance safety related to the transportation of high-level radioactive waste and spent fuel. The Committee seeks to limit the scope and nature of the Department's funding of this study, especially given the years of research and rulemaking previously conducted in this area as well as the availability of low-cost computer generated risk analyses. Furthermore, as evidenced thus far by more than 40 years of transportation experience, the Federal safety regulations have substantiated their usefulness in ensuring the safe shipment of nuclear materials regardless of which mode of transportation is chosen. The Committee directs that no other Departmental program or contractor funds be used for this study other than the funds specified in this account and in the RSPA account.

Track and operating practices research.—The Committee provides \$3,800,000 for track research and \$1,600,000 for operating practices (human factors) research.

The Committee urges FRA to pursue more vigorously cost-sharing opportunities with non-Federal sources to help support its track research program. Although the Committee recognizes the importance of this research, the Committee notes that FRA's track safety requirements have not been changed substantially since 1982 and that there are currently no notices or advanced notices of proposed rulemakings that would lead to the revision of the Federal track safety standards.

The role of human error in train accidents continues to be extremely important. Of the 2,871 reportable train accidents in 1990, 37.9 percent were caused by human factors, according to FRA data. Some of the most serious accidents over the past few years have been caused by human factors. An FRA analysis of accident rates by cause shows that the role of human factors has been increasing in recent years, going from 1.44 per million train miles in 1986 to 1.79 per million train miles in 1990.

In the 1990 report, this Committee stated much more can and should be done in the human factors area and that it would support innovative research projects designed to reduce the role of human error as a cause of rail accidents. The Committee repeats its desire to strengthen FRA's human factor research program and consequently, increases the request in this area to \$1,600,000. The Committee expects that FRA will use these additional funds to address reasons for, and countermeasures to, various human factor concerns, including job stress, work/rest schedules, and labor management problems.

Short line railroad reporting data base development.—There has been significant growth in the short line and regional sector of the U.S. railroad industry during the last decade. Despite the growing importance of this sector in the transportation industry, there is very little financial, performance, or operating data available to railroad promotional groups, the U.S. Department of Transportation, State transportation departments, financiers, or suppliers. Unlike the class I railroad industry, there are presently no uniform data collection and reporting procedures for local and regional railroads. The Committee has provided \$150,000 for a research project to formulate a practical and usable data reporting and data base system for local and regional railroads. The primary objectives of the project will be to survey and assess existing data collection and processing procedures among local and regional railroads; to stratify the industry into various groups based on size, operating characteristics, and data collection practices and needs; to identify the data items that would be desirable to obtain for each stratum or subgroup; to assess the feasibility and cost of implementation; to design a personal computer oriented data reporting system (and data base) which could be implemented and used by transportation policymakers; and to field test and evaluate the system.

MAGNETICALLY LEVITATED [MAGLEV]/HIGH SPEED RAIL SYSTEMS RESEARCH

(HIGHWAY TRUST FUND)

Appropriations, 1991 .....	.....
Budget estimate, 1992 .....	.....
House allowance .....	.....
Committee recommendation	(\$30,000,000)

The Committee has provided \$30,000,000, as an obligation limitation from the highway trust fund for the National Magnetic Levitation Design Program. The Senate-passed surface transportation reauthorization bill would establish this program to finance strategic planning, research and development, design, and eventual construction of a prototype magnetic levitation system. Consistent

with the provisions of the Senate authorization bill, the Committee directs the Secretary to administer these funds, jointly with the Assistant Secretary for the Army for Civil Works, through the appropriate Federal agency and in consultation with other appropriate Federal officials including the Secretary of Energy and the Administrator of the Environmental Protection Agency and the Assistant Secretary of the Army for Civil Works. The Committee further believes that the magnetic levitation and high speed rail research activities of the Federal Railroad Administration are within the scope of the Senate authorization bill and should be funded within this program. Therefore, the Committee has not provided separate funding for FRA magnetic levitation activities. Finally, the Committee has amended the existing general provision related to the Federal-aid highways obligation limitation to direct that amounts for the National Magnetic Levitation Design Program be held back from the distribution of the obligation limitation.

Route studies.—Consistent with the President's request for research and development activities in the Federal Railroad Administration, the Committee has earmarked \$5,000,000 for feasibility studies for new magnetic levitation and/or high speed rail routes throughout the country. Funding shall be made available to State departments of transportation and will require a dollar for dollar match by the State. In no case shall the grant exceed \$500,000. Of the amount made available, not less than \$2,500,000 shall be distributed for the following routes:

Baltimore-Washington (Maryland Department of Transportation).....	\$500,000
New York City-Albany-Boston (New York Department of Transportation)	500,000
Milwaukee-Chicago (Wisconsin Department of Transportation).....	500,000
Allegheny County, PA (Pennsylvania Department of Transportation)	500,000
Clark County, NV (Nevada Department of Transportation)	500,000

FURTHER ADJUSTMENTS TO BUDGET REQUEST

The Committee, like the House, has reduced the budget request by \$65,000 intended for rental payments. Sufficient funds have been provided for rental payments under a separate account. The Committee does not concur with the other House adjustments to the budget request.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Appropriations, 1991	\$179,000,000
Budget estimate, 1992	
House allowance	36,000,000
Committee recommendation.....	260,000,000

NORTHEAST CORRIDOR IMPROVEMENT PROJECT

Title VII of the Railroad Revitalization and Regulatory Reform (4-R) Act of 1976, as amended, created the Northeast corridor improvement project [NECIP] for the purpose of upgrading the Northeast corridor rail line between Boston, MA and Washington, DC. The law authorizes improvements to the rail line to ensure safe, reliable rail passenger service and reduced travel times. Projects have included track and station upgrades, replacement of ties and rail, elimination of grade crossings, improvements to bridges and modernization of the electric propulsion system. Travel time be-

tween New York and Washington, the most heavily traveled section of the Northeast corridor, has been reduced to just 2 hours 30 minutes for Amtrak's Express Metroliner Service.

Amtrak has requested \$51,200,000 for fiscal year 1992 for improvements between Washington and New York and \$12,700,000 for improvements between New York and Boston. In addition, Amtrak has requested \$158,800,000 for electrification and other improvements between New York and Boston to reduce travel time. The House has provided \$36,000,000 allocated entirely to the routine capital expenses of the Northeast corridor. The Committee recommends an appropriation of \$260,000,000, of which \$51,500,000 is for projects between Washington and New York, \$14,700,000 is for projects between New York and Boston, and \$193,800,000 is for improvements to reduce travel time on the north end of the corridor.

The Committee recommendation for routine capital expenses of the Northeast corridor is as follows:

Routine capital expenses of the Northeast corridor

	Committee recommendation
Washington-to-New York:	
Bridge upgrades.....	\$5,500,000
Penn Station/tunnel safety improvements.....	12,600,000
New Jersey CETC	5,300,000
Sunnyside yard track/platform renewal	7,100,000
Undercutting.....	2,000,000
Interlocking reconfiguration/turnout rehabilitation	7,000,000
Electric traction upgrades.....	7,000,000
Communication/signal system upgrades.....	5,000,000
New York-Boston:	
Bridge upgrades.....	6,500,000
High level platform	2,700,000
Southampton facility modernization.....	3,000,000
Sewer manifold.....	2,500,000
Total.....	66,200,000

House directives.—The Committee concurs with the directives of the House regarding the Route 128 Station and the Canton Viaduct.

New York-Boston high speed rail improvements.—As part of NECIP, Congress last year approved \$125,000,000 to begin work on improvements to the north end of the Northeast corridor between New York and Boston that would reduce travel time between the two cities to under 3 hours. The project includes electrification of the rail line east of New Haven, track and signal improvements to permit high speed operations, and several rail reconfiguration projects to reduce delays caused by interference between intercity and commuter trains. Amtrak estimates that the cost of the incremental improvements required to reduce travel time to 3 hours is approximately \$800,000,000.

The Committee continues to support this project because of its significant beneficial impact on transportation in the entire Northeast, where regional highways and airports are saturated and operating well in excess of capacity. As the Office of Technology Assessment recognized in its recent analysis of the Nation's transportation system entitled "Moving the Goods," Amtrak provides an invaluable alternative in heavily urbanized regions that have crowded

highways and airports. Nowhere is this more applicable than along the Northeast corridor. Three-hour rail passenger service between New York and Boston will alleviate highway and airport congestion, thereby minimizing or eliminating the need for significant investment in highway and airport expansion. In addition, increased use of rail service will contribute to improving the air quality in an area that already fails to meet most air quality standards imposed by the Clean Air Act.

The House provided no funding for the New York-Boston improvements, contending that continued funding of the program would be premature until an environmental impact statement has been completed and until further analysis has been made regarding different options for reducing travel time. The Committee disagrees. Nearly all of the improvements proposed for reducing travel time were first recommended some 15 years ago when NECIP was authorized by Congress. Numerous studies were then and have since been made regarding these improvements and the impact of reduced travel times on the region's transportation system and economy. The environmental impact process is not expected to be particularly complex or controversial and postponing design and other work until its completion would merely delay the project. A number of recent studies made by Amtrak, DOT, and the coalition of Northeast Governors conclude that a time-competitive electrified rail passenger service could attract between 2 and 3 million additional passengers, most of whom would otherwise have traveled by car or by airplane. The business travel market between Boston and New York is the largest in the entire country. Amtrak believes that it can duplicate in this market the success it has experienced in attracting business travelers between New York and Washington. Amtrak has extensively analyzed various options for achieving a 3-hour service and has concluded that electrification between New Haven and Boston is essential to achieve high speed service and to avoid the need for passengers to change equipment in New York. The use of dual power locomotives and tilt equipment on the north end would not achieve these goals.

The Committee therefore recommends funding of \$193,800,000 to continue improvement of the north end to reduce travel time. The Committee expects Amtrak to move expeditiously with design of the electrification system and with construction once the environmental impact statement has been completed. The Committee directs Amtrak to provide quarterly reports detailing progress on each of the components of the improvement project, including changes in costs and schedules, and the level of funds obligated.

The Committee recommendation is as follows:

<i>Project</i>	<i>Committee recommendation</i>
Electrification.....	\$135,000,000
High-speed interlocking.....	5,000,000
Shell fly-over.....	20,000,000
Electrification compatible signal system.....	17,800,000
Stamford center island platforms design	3,500,000
Bridge clearance.....	7,500,000
Project management	5,000,000
Total.....	193,800,000

GRANTS TO NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Appropriations, 1991	\$486,080,000
Budget estimate, 1992	¹ 480,000,000
House allowance	503,900,000
Committee recommendation	511,000,000

¹ Includes mandatory passenger rail payment now displayed as a separate account.

The National Railroad Passenger Corporation (Amtrak) has been provided Federal assistance through the Department of Transportation since Amtrak's inception in May 1971, to support a national rail passenger system. This assistance has been in the form of grants for capital improvements, operating subsidies, cost sharing for intrastate rail services, and funds for labor protection costs associated with the discontinuance of rail passenger service.

Amtrak currently operates approximately 250 trains on a national system of over 24,000 route miles. This includes approximately 600 miles in the Northeast corridor and over 200 off-corridor miles owned by Amtrak. Approximately 15 percent of Amtrak's operating subsidy is paid to 21 railroads for services provided for the operation of trains for Amtrak.

The Committee recommends a funding level of \$511,000,000 which is \$35,920,000 more than the fiscal year 1991 comparable level. The House provided \$503,900,000. The Committee recommendation is \$52,000,000 below the Amtrak budget request of \$563,000,000.

The Committee strongly supports Amtrak's stated goal of eliminating the need for Federal operating subsidies by the year 2000. No intercity passenger rail system in the world currently operates without a government operating subsidy. The Committee allowance provides \$331,000,000 for operation of Amtrak's existing national rail passenger system. This is a reduction of 4 percent from the comparable appropriation in fiscal year 1991. Amtrak continues to make strong progress in reducing its need for Federal operating assistance. The Committee's allowance would represent roughly a 55-percent reduction in operating assistance since 1971, which equates to a 70-percent reduction in constant dollars. Despite a worsening economy, Amtrak revenues continue to grow relative to costs. During 1990, Amtrak earned a record \$1,300,000,000 in revenues and projects earning well in excess of \$1,400,000,000 for 1992. Amtrak hopes to cover over 80 percent of its operating costs during 1991 and believes that it realistically can cover all its own operating costs by the end of the decade.

The Committee is cognizant of the significant operating costs associated with expanding Amtrak service to routes that presently are not served. The Committee strongly believes that States interested in new service must share these costs and that this represents an equitable way in which to expand the rail passenger service option. The Committee notes that States would be entitled to use a portion of their Federal surface transportation funds to support both the capital and the operating costs for new rail passenger service under the Surface Transportation Efficiency Act of 1991 as passed by the Senate.

A total of \$331,000,000 is provided for operating support, \$2,100,000 more than the House allowance and \$10,000,000 more

than Amtrak's request. Due to the downturn in the economy, which has had a negative impact on transportation revenues across all modes, Amtrak's initial revenue projections for fiscal year 1992 appear to be overly optimistic. Thus, the Committee has provided \$10,000,000 more than Amtrak's initial operating request for fiscal year 1992. For the Capital Program, \$180,000,000 is provided, \$5,000,000 more than the House allowance and \$62,000,000 less than Amtrak's request. The amount provided is \$48,000,000 more than the comparable fiscal year 1991 appropriation.

403(b) operating losses.—The Committee has not included \$700,000 as provided by the House for the estimated operating losses of a second 403(b) train on the Carolinian line, to run between Raleigh and Charlotte, NC.

High speed rail study.—The Committee has not provided \$500,000 to Amtrak for a study on the feasibility of establishing high speed rail service between Chicago, IL and St. Louis, MO.

Charleston Station.—The Committee is aware that recent changes at the Amtrak station in Charleston, WV, have greatly minimized the availability of parking for Amtrak passengers. The Committee finds this situation to be unsatisfactory and directs Amtrak to seek a permanent solution to this problem as soon as possible.

House directives.—The Committee does not concur with the directives of the House regarding station needs in Toledo, OH and Willimantic, CT.

30th Street Station demonstration project.—The Committee has not provided \$10,000,000 for the 30th Street demonstration project. These funds are provided in the House bill.

Noise barriers.—The Committee has not provided \$500,000 for a study on the installation of noise barriers between Readville and Forest Hills, MA. These funds are provided in the House bill.

Empire corridor service.—The Committee is concerned about the lack of passenger capacity on many of the New York-Albany trains and that Amtrak is losing revenues by having to turn passengers away. Annually, the empire corridor provides among the highest revenue per mile of any Amtrak service; however, aging Amtrak equipment on this route is a critical concern. In 1990, ridership on this corridor was 1,500,000 and with the opening of the empire connection on Manhattan's West Side, ridership is expected to grow another 250,000 per year. The Committee understands that the passenger capacity problem relates to the use on this route of fixed consist trains with only five or six cars per train. Accordingly, the Committee requests that Amtrak consider the acquisition and use of additional equipment on the empire corridor should such action serve to maximize revenues.

Oklahoma and Maine service.—The Committee continues to support the resumption of Amtrak service to Oklahoma, with connections in Kansas and Texas, and also favors the extension of service into the State of Maine through New Hampshire. The Committee understands that the two States combined require approximately \$100,000,000 in capital funding to begin operations. Therefore, the Committee believes that Amtrak should consider requesting the necessary amounts over a reasonable period beginning with its fiscal year 1993 submission to Congress.

The Committee notes that the State of Maine Legislature and citizens have passed legislation supporting the initiation of Boston to Portland service and the people of Maine will vote on a referendum to provide State funds to match Amtrak contributions toward the operating and capital costs of such service. The Committee believes that new routes should be financed through cost-sharing arrangements of this kind, and supports the State of Maine in its efforts. The Committee, with Amtrak, awaits the outcome of the Maine referendum in anticipation of future consideration of financing the capital requirements of Boston to Portland service.

MANDATORY PASSENGER RAIL PAYMENTS

Appropriations, 1991	\$150,000,000
Budget estimate, 1992	
House allowance	145,000,000
Committee recommendation	145,000,000

The Committee has provided \$145,000,000 for mandatory passenger rail payments. This is a new account designed to better identify the true Federal operating subsidy to the Nation's system of inter-city rail passenger service. These funds will be used by the Federal Railroad Administration solely for the purpose of making payments to the railroad retirement trust fund and the "Railroad unemployment insurance" account. These payments represent the level of expenditures anticipated for fiscal year 1991 which otherwise would be paid by Amtrak to support the unemployment and retirement costs of non-Amtrak employees.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING FUNDS

(RAILROAD CREDIT ENHANCEMENT)

Appropriations, 1991	(\$32,000,000)
Budget estimate, 1992	
House allowance	
Committee recommendation	
Committee recommendation loan guarantees	

Section 511 of Public Law 94-210, as amended, (the 4-R Act) authorizes obligation guarantees for meeting the long-term needs of the railroads. Railroads utilize this funding mechanism to finance major new facilities and rehabilitation or consolidation of current facilities.

The Committee has not provided section 511 loan guarantees for fiscal year 1992. The President did not request section 511 loan guarantee and no such authority is provided in the House bill or was provided in fiscal year 1991.

CONRAIL COMMUTER TRANSITION ASSISTANCE

Appropriations, 1991	\$5,000,000
Budget estimate, 1992	
House allowance	27,200,000
Committee recommendation	

The Committee has recommended no appropriation for this account, as requested in the budget, instead of \$27,200,000 as recommended by the House.

AMTRAK CORRIDOR IMPROVEMENT LOANS

Appropriations, 1991	\$3,500,000
Budget estimate, 1992	
House allowance	3,500,000
Committee recommendation	

The Committee has recommended no appropriation for this account, as requested in the budget, instead of \$3,500,000 as recommended by the House.

URBAN MASS TRANSPORTATION ADMINISTRATION

SUMMARY OF FISCAL YEAR 1992 PROGRAM

The Urban Mass Transportation Administration was established as a component of the Department of Transportation by Reorganization Plan No. 2 of 1968, effective July 1, 1968, which transferred most of the functions and programs under the Urban Mass Transportation Act of 1964, as amended (78 Stat. 302; 49 U.S.C. 1601 et seq.), from the Department of Housing and Urban Development.

In support of the administration's national transportation policy [NTP], the Urban Mass Transportation Administration's fiscal year 1992 budget request is based on the administration's legislative proposal to reauthorize the surface transportation programs for fiscal year 1992 through fiscal year 1996.

The missions of the Urban Mass Transportation Administration are: to assist in the development of improved mass transportation facilities, equipment, techniques, and methods; to encourage the planning and establishment of urban mass transportation services needed for economical and desirable urban development; to provide mobility for transit dependents; to maximize productivity of urban transportation systems; and to provide assistance to State and local governments and their instrumentalities in financing such services and systems.

Under the Senate-passed reauthorization bill, S. 1204, the Surface Transportation Efficiency Act of 1991, a total of \$3,820,500,000 is authorized for fiscal year 1992 for a variety of transit programs. That bill makes available a total of \$2,055,500,000 from the mass transit account of the highway trust fund, including \$1,605,500,000 in contract authority and \$450,000,000 subject to appropriations. From the general fund, the bill authorizes appropriations of \$1,765,000,000.

Funding for the Washington Metropolitan Area Transit Authority is authorized under Public Law 96-184 and Public Law 101-551. The Committee, in allocating funds to the various mass transportation programs, follows the program distributions and set-asides contained in the Senate-passed reauthorization. For the administrative expenses account, however, the Senate-passed bill authorized funding up to a certain percentage (1.22 percent) of total funding provided. If the administrative set-aside language were strictly adhered to and the full 1.22-percent set-aside were funded, it would result in funding in excess of the budget request. The Committee, therefore, directs that the excess funds remain in the section 9 account to ensure adequate funding for operating assistance.

Under the Committee recommendation, a total program level of \$3,694,500,000 would be provided for the programs of the Urban Mass Transportation Administration for fiscal year 1992. This is \$365,001,000 more than the budget request.

The Committee has provided a total of \$1,765,000,000 in general funds. Of this amount, \$990,000,000 is for sections 9, 11(b), 12(a), 16(b), 18, 23, and 26 programs and substitute mass transportation projects under section 103(e)(4) of title 23, United States Code; and, \$775,000,000 for section 3 programs.

Under the limitation on obligations bill language, the Committee has provided a total of \$1,605,500,000 in contract authority. Of this amount, \$1,070,500,000 is for sections 9B, 11(b), 12(a), 16(b), 18, 23, and 26 programs and substitute mass transportation projects under Section 103(e)(4) of title 23, United States Code; and, \$535,000,000 for section 3 programs.

In addition, the Committee has appropriated \$200,000,000 from the transit account of the highway trust fund to carry out sections 9B, 11(b), 12(a), 16(b), 18, 23, and 26 programs and substitute mass transportation projects under section 103(e)(4) of title 23, United States Code.

Under the Committee's recommendation, the following programs are funded:

Administrative expenses	\$37,168,000
Planning and research	110,835,000
University centers	5,000,000
Sections 9 and 9B	1,775,279,000
Section 16(b) elderly/handicapped	55,418,000
Section 18—rural	116,800,000
Interstate transfers	160,000,000
Section 3	1,310,000,000
Washington Metro	124,000,000
Total	3,694,500,000

The following table summarizes the Committee's recommendations compared to fiscal year 1991, the administration's request, and the House allowance:

[In thousands of dollars]

Program	Fiscal year 1991 program level	Fiscal year 1992 budget estimate	House allowance	Committee recommendation
Administrative expenses	32,583	40,365	37,000	37,168
Research training and human resources	8,000		26,000	
Formula grants	1,605,000	2,599,908	1,600,000	1,947,497
Discretionary grants	¹ 1,400,000	¹ 350,000	¹ 1,900,000	1,310,000
Transit planning and research		93,226		110,835
University transportation centers		6,000		5,000
Mass transit capital fund (liquidation of contract authority) ..	(900,000)	(1,100,000)	(1,400,000)	(1,500,000)
Interstate transfer grants—Transit	149,000	160,000	160,000	160,000
Washington Metro	64,100	80,000	124,000	124,000
Total	3,258,683	3,329,499	3,847,000	3,694,500

¹ Limitation on obligations.

ADMINISTRATIVE EXPENSES

Appropriations, 1991 (general fund).....	\$32,583,000
Budget estimate, 1992 (trust fund).....	40,365,000
House allowance	37,000,000
Committee recommendation.....	37,168,000

The Committee recommends a total of \$37,168,000. Administrative expenses were funded from general revenues in previous years. The administration's authorizing legislation proposes that starting in fiscal year 1992 this activity be funded from the "Mass transit" account of the highway trust fund. The budget request for administrative expenses was predicated on the increase of 31 full-time equivalents from the fiscal year 1991 level of 429. The Committee has provided \$3,197,000 below the administration's request for fiscal year 1992 based on a reduction for rental payments which are funded under a separate account.

Under the Senate-passed bill, administrative expenses are funded from both the transit trust fund and the general fund, up to a total of 1.22 percent of the total amount of funds provided from the two. Under this assumption, the total for administrative expenses would be \$45,072,900, with \$25,331,000 from the transit trust fund and \$19,741,900 from general funds. Taking up to the maximum allowable results in funding in excess of the budget request. The Committee, therefore, directs that the full amount allowable be derived from the transit trust fund with the balance necessary to fund the Committee's recommendation for administrative expenses from general funds. The Committee expects, that within the funds provided, JMTA will allocate sufficient resources to expeditiously review and approve the local ADA transit plans.

RESEARCH, TRAINING, AND HUMAN RESOURCES

Appropriations, 1991	\$8,000,000
Budget estimate, 1992	
House allowance	26,000,000
Committee recommendation.....	

Through 1991, the research and training activity, authorized by the Urban Mass Transportation Act of 1964, as amended, provided for grants and contracts for the purpose of developing, testing, and demonstrating new facilities, equipment, techniques, and methods (operational and managerial). In 1992, no appropriation was requested by the administration under this heading. This program was subsumed within the proposed transit planning and research appropriation. Also funded are grants to public bodies to provide for advanced training of personnel in the mass transportation field, grants to public and private, nonprofit institutions to assist in establishing or continuing programs which combine professional training and research in the field of mass transportation, and projects that address human resource needs as they apply to public transportation activities.

Funding under this appropriation account heading is authorized under the following sections of the Urban Mass Transportation Act of 1964, as amended: research and technical assistance, section 6; management training, section 10; university research, section 11; and human resources, section 20. The funding for these activities

follows the Senate passed reauthorization bill and is provided by the Committee in the "Planning and research" account.

TRANSIT PLANNING AND RESEARCH

Appropriations, 1991	
Budget estimate, 1992	\$93,226,000
House allowance	
Committee recommendation	110,835,000

The Surface Transportation Assistance Act of 1991 proposed by the administration established a new transit planning and research program [TPR], funded from the trust fund.

The 1992 budget request of \$93,226,000 for transit planning and research reflects a structural change contained in the administration's reauthorization proposal that combines a number of separate programs into a single planning and research activity. Funds for this program will be derived by drawing 2.8 percent of the total UMTA funding level. The separate programs that will be combined are: the research, training, and human resources program (sections 6, 10, 11, and 20), the planning program (section 8), and the rural transit assistance program (section 18(h)).

About one-third of the total program, \$31,075,000, will be a national program; and the remainder will be for State and local programs, \$62,151,000. Under the national component of the program, the Urban Mass Transportation Administration will be a catalyst in the research, development, and deployment of transportation methods and technologies addressing such issues as accessibility for the disabled, air quality, and traffic congestion. Funds for the State and local component of the program will ensure that all localities have sufficient funds to improve the State and local planning process and to participate in research efforts with regional applications.

The Senate-passed transit reauthorization funded planning and research through a 3-percent set-aside of all funds made available or appropriated from the transit trust fund or general funds. Of the set-aside planning and research funds, 30 percent of the funds were earmarked for a national research program; 45 percent were set-aside for metropolitan planning activities; 10 percent were earmarked for States' planning programs; 10 percent were earmarked for transit cooperative research programs; and 5 percent were earmarked for the rural technical assistance program.

The following table summarizes the Committee recommendation:

<i>Program</i>	<i>Amount</i>
National research	\$33,250,500
Transit cooperative research	11,083,500
Metropolitan planning	49,875,800
States' planning	11,083,500
Rural technical assistance	5,541,800

Under the national research program, the Committee directs that \$2,000,000 be available to continue project ACTION (accessible community transportation in our Nation), which is administered by the National Easter Seal Society through a cooperative agreement with UMTA. This is the same amount called for in the House's allowance.

The Committee also concurs with the House's earmarking of \$1,000,000 for the continuation of phase II of the phosphoric acid

fuel cell bus technology development program. In addition to the research funding, the Committee has provided funding under the bus category of the section 3 program to construct a facility necessary for maintenance, technical evaluation, and storage of the fuel cell buses that will be used in phase II of the testing. In addition, UMTA shall make \$500,000 available for the inner-city youth job-transit training program in Newark, NJ.

The Committee has not concurred with the House's earmarking of funds for the photovoltaic feasibility study and the Center for Suburban Mobility.

FORMULA GRANTS

Appropriations, 1991 (general fund).....	\$1,605,000,000
Budget estimate, 1992 (trust fund)	2,599,908,000
House allowance	1,600,000,000
Committee recommendation.....	1,947,497,000

The Formula Grant Program is authorized by sections 9 and 18 of the Urban Mass Transportation Act of 1964, as amended. It provides grants on the basis of a formula to State and local agencies for mass transportation operating and capital expenses.

The Committee recommends \$1,947,497,000 for continuation of the Formula Grant Program including \$116,800,000 for the section 18 Nonurban Formula Program; \$55,418,000 for the section 16(b) Elderly and Handicapped Program; and \$1,775,279,000 for the combined section 9 and section 9B program.

OPERATING ASSISTANCE

The Committee has included bill language limiting operating subsidies to the level available during fiscal year 1991, \$802,278,000. This is \$504,478,000 above the administration's request which would have eliminated operating assistance to all urbanized areas with populations in excess of 1 million persons.

SENIOR CITIZENS AND DISABLED PERSONS TRANSIT

The Committee has provided \$55,418,000 for the section 16(b)(2) program that serves the special transportation needs of senior citizens and disabled Americans, an increase of \$20,418,000 over fiscal year 1991. This program provides funding to States to purchase special vehicles to award to nonprofit organizations to transport these persons to vital health and social services.

The Committee is sensitive to the special transportation needs of the growing senior citizen population and has, therefore, provided additional funding for the section 16(b)(2) program. In New Jersey, approximately 50 percent of nonprofit applicants for special vehicles were denied because the authorization level for this program was capped at \$35,000,000 per year in the 1987 surface transportation bill. This increase of \$20,418,000 over last year's appropriation will provide approximately 60 percent more funding to States that administer this program. States are required to match 20 percent of these funds. This total increase will allow nonprofit organizations to provide special transportation services to greater numbers of senior citizens and disabled persons who seek access to health and social services.

DISCRETIONARY GRANTS

Appropriations, 1991	\$1,400,000,000
Budget estimate, 1992	350,000,000
House allowance	1,900,000,000
Committee recommendation	1,310,000,000

The administration's proposed reauthorization, the Surface Transportation Assistance Act of 1991, proposes to amend section 3 of the Urban Mass Transportation Act of 1964 (49 U.S.C. 1601 et seq.). Funds for the section 3 discretionary program under the administration's proposal would be derived exclusively from user fee revenue contained in the "Mass transit" account of the Highway Trust Fund.

Section 3 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.), authorizes the Urban Mass Transportation Administration to make discretionary grants or loans to States and local public bodies and agencies thereof to be used in financing mass transportation investments. Under the Senate-passed Surface Transportation Efficiency Act of 1991, S. 1204, investments may include construction of new fixed guideway systems; extensions to existing guideway systems; major bus fleet expansions; and rail modernization expenditures for existing older rail systems. Planning is funded, along with research, within the new transit planning and research appropriation.

The Committee recommends a level of \$1,310,000,000. This is \$590,000,000 below that recommended by the House; but it is the full amount authorized under S. 1204. Under S. 1204, \$535,000,000 would be from the transit account of the highway trust fund and \$775,000,000 from general funds.

The following table summarizes the Committee recommendations:

	1991 enacted	Budget estimate	House allowance	Committee recommendations
Bus and bus facilities	\$220,000,000	(¹)	\$245,000,000	\$262,000,000
Existing rail modernization and extensions	455,000,000	(¹)	560,000,000	524,000,000
New systems and new extensions	440,000,000	\$300,000,000	560,000,000	524,000,000
Planning	45,000,000	(²)	45,000,000	(²)
Elderly and handicapped	35,000,000	(¹)	35,000,000	(¹)
University transportation centers	5,000,000	(³)	5,000,000	(³)
Section 9B formula grants	200,000,000		450,000,000	(¹)
Agency initiatives		50,000,000		
Total	1,400,000,000	350,000,000	1,900,000,000	1,310,000,000

¹ In formula grants.

² In transit planning and research.

³ In university transit centers.

BUS AND BUS FACILITIES

The bill includes \$262,000,000 under this heading for the purchase of buses, bus related equipment and paratransit vehicles and for the construction of bus-related facilities. These funds will assist in the replacement of many over-age buses in cities of all sizes, permit the expansion of bus service to accommodate community transit needs, help finance appropriate bus maintenance facility

modernization or construction, assist in bus rehabilitation, and assist in the purchase of support equipment. In addition, these funds will be to defray costs to grantees associated with implementing requirements associated with the Americans With Disabilities Act and the Clean Air Act.

The Committee directs that within the funds provided \$3,000,000 be available for up to five alternative fuel vehicles for the Mountain Avenue project in Tucson, AZ; \$3,500,000 be available for the Lane County transit district's bus transfer station in Eugene, OR; \$200,000 be available for the Marble Valley transit district's new bus and bus shelters in Rutland, VT; \$1,200,000 be available for fleet expansion by the South Tahoe area ground express in Lake Tahoe, NV; \$1,350,000 for the North End transit facility of the Memphis Transit Authority, TN; \$1,700,000 for the central station multimodal transportation facility of the Memphis Transit Authority; \$13,000,000 for fleet expansion of the Maryland Mass Transit Authority; and \$8,514,000 to the State of Iowa for rolling stock and facilities to improve statewide availability of transit service; \$937,500 for Cedar Rapids, IA, to complete their transportation center; \$21,000,000 for New Jersey Transit's fleet expansion; \$3,000,000 for the Hamilton, NJ, intermodal facility; \$3,000,000 for the Atlantic City, NJ, bus facility; \$1,000,000 for the Chattanooga "Trolley" downtown bus system; and \$7,000,000 for the phosphoric acid fuel cell bus facility.

The Committee directs that, within the funds provided, \$7,500,000 be available to the Dallas Area Rapid Transit Authority as a first year commitment by the Secretary to provide \$22,500,000 for constructing and equipping the South Oak Cliff Bus Facility and Training Academy.

The Committee has not concurred with the House's earmarks of \$10,000,000 for the Brazos Transit System in east Texas; or the \$15,000,000 for Houston's "Better Bus" system.

EXISTING RAIL MODERNIZATION AND EXTENSIONS

The Committee recommends a total of \$524,000,000 for the modernization and extension of existing rail transit systems.

Funding for this program primarily benefits the existing rail transit systems of New York, Chicago, Philadelphia, northeast New Jersey, Boston, San Francisco, Pittsburgh, and Cleveland. Other cities with rail systems can and have participated in the program. Under S. 1204 all of the funds are distributed by formula.

The Committee directs that \$4,500,000 in funds previously directed to the Union Hall Station of the Long Island Rail Road instead be used to make station platforms and buildings more accessible to the disabled at the railroad's Manhasset, Woodside, Lynbrook, and west Hempstead branch stations.

The Committee is aware that a disastrous fire has occurred at the Manhattan terminus of the Staten Island Ferry. Service has been disrupted to over 70,000 commuters per day and serious questions have been raised as to the utility of the remaining structure of the terminal building. The Committee understands that the city of New York will be submitting an application to UMTA for assistance to either repair or replace the terminal. The Committee ex-

pects UMTA to work closely with the city to address this vital transit project which will be a priority for New York City.

NEW SYSTEMS

The administration's budget request specifically funds three cities (St. Louis, Miami, Los Angeles) that have signed full funding agreements. The Committee suggests the allocations below, as compared to House earmarks, for preliminary engineering, right-of-way acquisition, new systems construction, and extensions.

The following table summarizes the Committee recommendations compared to the House allowance:

City	House allowance	Committee recommendation
Los Angeles.....	\$150,000,000	\$125,000,000
Atlanta.....	23,000,000	16,000,000
St. Louis.....	41,000,000	26,000,000
San Francisco.....	60,000,000	50,000,000
Honolulu.....	28,000,000	45,000,000
Houston.....		30,000,000
Dallas.....	48,000,000	30,000,000
Baltimore.....	5,000,000	5,000,000
Jacksonville.....	20,000,000	8,000,000
Cleveland.....	2,000,000	
New Jersey Urban Core.....	65,000,000	70,000,000
Chicago.....	22,000,000	20,000,000
Miami.....	11,000,000	10,700,000
Salt Lake City.....	5,000,000	5,000,000
San Diego.....	2,000,000	1,000,000
Pittsburgh.....	14,000,000	15,000,000
Chattanooga.....	1,000,000	
Portland.....	24,000,000	28,000,000
New York.....	9,800,000	11,300,000
Boston.....	25,000,000	10,000,000
Kansas City.....	1,200,000	1,000,000
Philadelphia (cross-county).....	1,000,000	1,000,000
Seattle-Tacoma.....	1,000,000	15,000,000
Orlando.....	1,000,000	1,000,000
Total.....	560,000,000	524,000,000

PROJECT DESCRIPTIONS

Los Angeles.—The Committee recommends \$125,000,000 for the Metro Rail minimum operable segment 2 [MOS-2]. This is in addition to the \$479,700,000 provided for this segment in previous appropriations acts. This segment consists of 7 miles of heavy rail with eight stations, all in subway from MacArthur Park to Hollywood. MOS-2 extends a 4-mile, five-station segment known as MOS-1, which is now under construction in downtown Los Angeles and is scheduled to open in late 1993. From the western terminus of MOS-1, MOS-2 proceeds west along Wilshire Boulevard to Western Avenue, and northwest to Hollywood. Total costs are estimated to be \$1,446,000,000 with the Federal share at \$667,000,000. A full-funding agreement covering this project is in effect.

Atlanta.—The Committee is recommending \$16,000,000 for an extension of Metropolitan Atlanta Regional Transit Authority's north

line. This is in addition to the \$82,000,000 provided for this segment in previous appropriations acts and remains unobligated. This extension consists of 3.1 miles of heavy rail with three stations, from the Medical Center to North Springs. A portion of the north line extension, from the Lennox Station to the Medical Center is being planned without Federal involvement. Total costs are estimated to be \$439,000,000 with the Federal share at \$329,000,000.

St. Louis.—The Committee is recommending \$26,000,000 for Metrolink, an 18-mile double track light rail line with 20 stations, running from East St. Louis through the St. Louis central business district to the airport. This is in addition to the \$279,000,000 provided for this system in previous appropriations acts. Total costs are estimated to be \$384,000,000 with the Federal share at \$288,000,000. Of the amount provided, \$4,000,000 is for preliminary engineering and final design of the planned extension of the system into the St. Clair County, IL, corridor near Belleville, IL.

San Francisco.—The Committee recommends a total of \$50,000,000 for the metropolitan bay area's rail projects. These projects include a new Bay Area Rapid Transit [BART] station and parking structure approximately 0.3 miles from the Daly City station; a 6-mile extension of BART from Colma to the San Francisco International Airport; and, a transit extension, known as the Tasman corridor, of the Guadalupe light rail system. This is in addition to the \$68,000,000 provided for bay area new start projects in previous appropriations acts. Total project costs for the Colma extension are estimated at \$101,000,000 and for the Tasman corridor \$350,000,000. Through a variety of financing agreements with local jurisdictions in the bay area, the Federal share of the Colma extension is estimated at 70 percent and for the Tasman corridor 50 percent.

Honolulu.—The Committee is recommending \$45,000,000 for engineering and design work associated with the proposed fixed guideway transit system for Honolulu's central corridor stretching from Eva on the west, through downtown, to Waikiki and the University of Hawaii on the east. The corridor is approximately 15 miles in length. The total costs are estimated to be \$1,300,000,000 with the Federal share at approximately 40 percent. This is in addition to the \$11,000,000 provided in previous appropriations acts.

Houston.—The Committee is recommending a total of \$30,000,000 for the proposed 23.4-mile monorail linking existing and proposed busways that serve the central business district, Greenway Plaza, and the Post Oak Activity Center. The fiscal year 1992 recommendation is in addition to the \$147,000,000 provided in previous appropriations acts. Total costs of the Houston connector are estimated at \$1,100,000,000 with the Federal share at approximately 50 percent.

Dallas.—The Committee has provided \$30,000,000 for construction and right-of-way acquisition associated with the South Oak Cliff segment of a proposed light rail transit system in Dallas. The starter system is a 20-mile, \$600,000,000 system which would be locally funded except for about 8 miles from downtown to south Oak Cliff. The south Oak Cliff segment is expected to cost \$250,000,000 with 50 percent of the funding derived from the Federal Govern-

ment. This is in addition to the \$20,000,000 provided in previous appropriations acts.

Baltimore.—The Committee has provided \$5,000,000 for the central corridor light rail transit project extensions, which is in addition to the \$17,000,000 provided for this project in previous appropriations acts. The Mass Transportation Administration of Maryland is proposing to construct, using State and local funds, a 22.5-mile light rail transit line along existing railroad right-of-way from Glen Burnie through Baltimore to Timonium. The Federal projects consist of a 4-mile extension of the light rail system from Timonium to Hunt Valley and possible spurs from the main line to Baltimore Washington International Airport, and from the main line to Penn Station. Preliminary estimates put the total costs of the extensions at \$82,000,000 with the Federal share at \$60,000,000.

Jacksonville.—The Committee has provided \$8,000,000 for a 1.8-mile extension to the 0.7-mile Automated Skyway Express starter line which opened June 5, 1989. This is in addition to the \$40,000,000 provided for this project in previous appropriations acts. It is the Committee's understanding that UMTA and the Jacksonville Transportation Authority are in negotiations regarding this extension, but it is estimated that total costs could be as high as \$133,000,000; and, that the local authorities are asking that the Federal Government bear 75 percent of the total costs.

Cleveland.—The Committee has no additional funding for engineering and design work associated with the 5.6-mile dual hub corridor project, which connects the commercial business district with University Circle. It is the Committee's understanding that the \$7,000,000 provided in previous appropriations acts for this type of work remains unobligated and that local authorities are in negotiations with UMTA officials regarding their alternatives analysis.

New Jersey urban core.—The Committee has provided \$70,000,000 for the New Jersey urban core project. This project consists of a number of rail improvements linked together to improve mobility in the region. The urban core project consists of the following segments: Secaucus transfer/Allied Junction; Kearny connection; waterfront connection; Northeast corridor signal system; Hudson River waterfront transportation system; Newark International Airport-Elizabeth transit link; a rail connection between Penn Station, Newark and Broad St. Station, Newark; and New York Penn Station concourse. Two of the components of this project—the Kearny connection and the waterfront connection—are being funded without Federal assistance, and the Committee expects UMTA to credit those expenditures toward the non-Federal match requirements for the urban core project. UMTA's major capital investment policy would not apply to this project.

Chicago.—The Committee has included \$20,000,000 for the central area circulator, a 5.2-mile light rail loop, which is to serve the new growth areas of the central business district that are not served by existing commuter and heavy rail stations. This is in addition to the \$17,000,000 provided for this project in previous appropriations acts. These additional funds would be used for preliminary engineering and design work. Total costs are projected to be approximately \$740,000,000 with the Federal share at one-third of the total costs.

Miami.—The Committee has provided \$10,700,000 for the two extensions to its automated guideway system, the Metromover, which circulates downtown Miami. The north extension, 1.4 miles in length, connects the downtown to the Omni area. The 1.1-mile south extension connects the Brickell area with downtown. These two extensions are covered by a full-funding contract signed in 1989. Total costs of the two extensions are estimated to be \$248,000,000 with the Federal share at \$186,000,000. Through fiscal year 1991, \$175,300,000 has been provided for this project in previous appropriations acts.

Salt Lake City.—The Committee has provided an additional \$5,000,000 for advanced right-of-way acquisition engineering and design work associated with an at grade light rail project along either the Union Pacific Railroad tracks or State and Main Streets. This is in addition to the \$16,000,000 provided in previous appropriations acts for right-of-way acquisition and preliminary engineering work. The light rail project is preliminarily estimated to cost approximately \$293,000,000. The Committee directs that UMTA expeditiously complete its environmental and administrative reviews of the project; and, if such reviews satisfactorily meet all of UMTA's new start criteria, that UMTA immediately begin negotiations on a full funding contract with Salt Lake City officials.

San Diego.—The Committee has provided \$1,000,000 for preliminary engineering work associated with the San Diego Mid-Coast Corridor. This corridor extends 16 miles along the Pacific Ocean from Interstate 8 near Old Town to the vicinity of Del Mar. The Metropolitan Transit Development Board plans to study several alignments and termini within this corridor for a possible extension of their light rail transit system. This is in addition to the \$400,000 provided in previous appropriations acts.

Pittsburgh.—The Committee recommends \$15,000,000 for the expansion of Allegheny County's busway system to include the first phase of a new busway between downtown Pittsburgh and the new Greater Pittsburgh International Airport, and extension of the existing Martin Luther King Jr. East Busway to eastern suburbs of Allegheny County. Funding will be used for preliminary engineering, final design, right-of-way acquisition, and construction.

Chattanooga.—The Committee has not provided additional funding. Funding is provided in the bus category for a downtown circulator system.

Portland.—The Committee has provided \$28,000,000 for the necessary final engineering, right-of-way acquisition, and construction for the Westside light rail project. This is in addition to the \$1,000,000 provided in previous appropriations acts.

The Committee directs UMTA to expeditiously approve the full funding grant agreement for the Westside light rail project, which should include a provision to amend the agreement to include the extension to Hillsboro, OR, subject to the selection of the locally preferred alternative and completion of the requirements of the National Environmental Policy Act of 1969.

The Committee reiterates the intent of bill and report language included in Public Law 101-516. The total cost of the project is expected to be approximately \$950,000,000. The project and extension

will extend a total of 20 miles from downtown Portland, OR, when it is completed and it will connect with the existing 15.5 mile alignment.

New York.—The Committee has provided \$11,300,000 for necessary site acquisition associated with the Queens Boulevard/63d St. connection project. Estimates on the total costs of the project range from \$580,000,000 to \$612,000,000, not including the approximately \$30,000,000 already expended by local authorities for alternatives analysis and design costs. It is expected that the Federal share of the project will be 50 percent.

Boston.—The Committee is recommending \$10,000,000 for the South Boston Piers Transitway. The initial segment of the transitway involves a 1-mile bus tunnel with three stations to be located at south station, fan pier, and the world trade center. The Massachusetts Bay Area Transit Authority estimates that the initial segment will cost approximately \$348,000,000 and is asking that the Federal Government fund 80 percent of the initial construction expenditure. The House Committee has included bill language directing UMTA to enter into a full funding agreement covering this project and possible extensions. The Committee has not included the bill language.

Kansas City.—The Committee has included \$1,000,000 for preliminary engineering work associated with a 2.3-mile light rail system between downtown Kansas City and Crown Plaza. Initial estimates put the project's costs at \$60,000,000.

Philadelphia.—The Committee has included \$1,000,000 for preliminary engineering and design work associated with a cross-county metrolink that links a series of intermodal transit centers. Local officials estimate costs for this project at \$100,000,000.

Seattle-Tacoma.—The Committee has included \$15,000,000 for the Seattle-Tacoma commuter train project, which is to upgrade existing freight rail facilities to permit passenger transit operations between the two cities. Total costs are estimated at \$100,000,000 with the Federal share at \$25,000,000.

Orlando.—The Committee has included \$1,000,000 for final design and engineering work associated with project OSCAR (Orlando streetcar), an at-grade downtown streetcar circulator linking major employment centers of the city. Local officials have estimated the total project cost at less than \$30,000,000, one-half of which will be asked of the Federal Government.

UNIVERSITY TRANSPORTATION CENTERS

Appropriations, 1991 ¹	\$5,000,000
Budget estimate, 1992	6,000,000
House allowance ¹	5,000,000
Committee recommendation	5,000,000

¹ Contained in the discretionary grants appropriation.

Section 11(b) of the reauthorization legislation would provide a separate account for the university transportation centers program. The purpose of the university transportation centers program is to become a national resource and focal point for the support and conduct of research and training concerning the transportation of passengers and property.

The Surface Transportation and Uniform Relocation Assistance Act of 1987 authorized \$5,000,000 per year under UMTA's discretionary grants program plus \$5,000,000 under FHWA to fund 10 university transportation centers, 1 in each of the 10 standard regions. The Senate reauthorization bill sets the authorized level for university transportation centers at \$5,000,000.

MASS TRANSIT CAPITAL FUND

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Appropriations, 1991	\$900,000,000
Budget estimate, 1992	1,100,000,000
House allowance	1,400,000,000
Committee recommendation	1,500,000,000

The bill includes \$1,500,000,000 to liquidate obligations incurred under contract authority provided in section 21 of the Urban Mass Transportation Act of 1964, as amended.

LIMITATION ON OBLIGATIONS

The Committee has provided an obligation ceiling of \$1,605,500,000 for fiscal year 1992. Of this amount, \$1,070,500,000 covers contract authority for formula grants for sections 9B, 11(c), 12(a), 16(c), 18, 23, and 26 of the Urban Mass Transportation Act of 1964, as amended and section 103(e)(4) of title 23, United States Code. In addition, \$535,000,000 covers contract authority to carry out section 3 discretionary grants of the Urban Mass Transportation Act of 1964 as amended.

INTERSTATE TRANSFER GRANTS—TRANSIT

Appropriations, 1991 (general funds)	\$149,000,000
Budget estimate, 1992 (trust funds)	160,000,000
House allowance	160,000,000
Committee recommendation	160,000,000

Grants under this activity are authorized by the Federal-Aid Highway Act of 1973 and amended by subsequent amendments to the Federal-Aid Highway Act and the Surface Transportation Assistance Acts of 1978 and 1982. Under S. 1204, 50 percent of the interstate transfer transit funds are to be distributed on a formula basis. \$160,000,000 is being requested for this program in the 1992 budget. Under the administration's proposal, this program would be funded from the Highway Trust Fund.

ESTIMATED ADDITIONAL FUNDS REQUIRED TO COMPLETE SUBSTITUTE TRANSIT PROJECTS

State	Withdrawal area	Funds
California	Sacramento	\$209,277
	San Francisco	1,653,610
Connecticut	Bolton to Killingly	210,873
	Hartford-New Britain	3,234,416
Illinois	Chicago	7,463,431
Iowa	Waterloo	285,414

ESTIMATED ADDITIONAL FUNDS REQUIRED TO COMPLETE SUBSTITUTE TRANSIT PROJECTS—Continued

State	Withdrawal area	Funds
Maryland.....	Baltimore.....	78,578,763
	Washington, DC.....	313,131
Massachusetts.....	Boston.....	11,666,905
New York.....	Albany.....	99,642
	New York City.....	178,909,498
Ohio.....	Cleveland.....	12,247,781
Oregon.....	Portland.....	16,414,303
Rhode Island.....	Providence.....	9,969,543
Tennessee.....	Memphis.....	258,488
Total.....		321,515,075

The bill includes \$160,000,000 for transit projects which have been substituted for interstate highway segments. This is the same as the House allowance. The formula amounts are based on the latest apportionment factors provided by the administration which reflect the estimated cost to complete each area's substitute projects.

The Committee directs the following discretionary allocations.

Area	Formula	Discretionary	Total
Boston, MA.....	\$2,888,467	\$8,778,438	\$11,666,905
Chicago, IL.....	1,847,780	5,615,651	7,463,431
Cleveland, OH.....	3,032,279		3,032,279
Sacramento, CA.....	51,812		51,812
Hartford-New Britain, CT.....	800,770		800,770
Rhode Island.....	2,468,238		2,468,238
Killingly, CT.....	52,207		52,207
New York City, NY.....	44,294,023	45,705,977	90,000,000
Albany, NY.....	24,669		24,669
Baltimore, MD.....	19,454,359	15,545,641	35,000,000
Washington, DC.....	77,524		77,524
Memphis, TN.....	63,996	194,492	258,488
Waterloo, IA.....	70,662		70,662
San Francisco, CA.....	409,397		409,397
Portland, OR.....	4,063,817		4,063,817
Unallocated.....		3,759,801	
Construction management.....	400,000	400,000	800,000
Total.....	80,000,000	80,000,000	160,000,000

The Committee directs that of the discretionary funds available to New York State under the Interstate Transfer-Transit Program, \$23,715,000 shall be used to develop a comprehensive communications security plan system that will enable all emergency services (New York City Police Department, New York City Emergency Medical Services, Transit Authority Police Department, et cetera) to communicate with one another beyond the right-of-way of the transit authority and to design, plan, and perform other necessary work with respect to the installation of an antenna cable that will facilitate such a system. Such a system is essential to permit police and Emergency Medical Service personnel to communicate with their own agency or with other services once they enter the

subway system. In addition, another \$2,465,000 shall be used to design the renovation, expansion, or replacement of transit police facilities that are located in subway stations to make them larger, more visible and accessible to the public.

The Committee concurs in the language included in the House report regarding the expectation that unallocated funds will be provided to Memphis when the administration updates its apportionment to reflect an adjustment to the city's highway/transit split.

WASHINGTON METRO

Appropriations, 1991	\$64,100,000
Budget estimate, 1992	80,000,000
House allowance	124,000,000
Committee recommendation	124,000,000

Public Law 96-184 (Stark-Harris legislation) enacted January 3, 1980, authorizes a total of \$1,700,000,000 for construction on the Washington Metrorail System. Through fiscal year 1991, \$1,655,700,000 has been appropriated under the original Stark-Harris authorization.

In addition, the recently enacted National Capital Transportation Amendments of 1990, Public Law 101-551 authorized another \$1,300,000,000 in Federal capital assistance.

The Committee recommends \$124,000,000 for the Washington, DC, Metrorail System from this account. This amount is \$44,000,000 more than the budget request and the same as the amount recommended by the House.

In addition to these construction funds the Washington Metro System receives an additional \$51,663,569 for the Federal share of interest payments on outstanding bonds. These funds are contained in a separate appropriation.

The Committee concurs with the House's distribution of the recommended funding. Funding is distributed as follows:

Management of 89.5 miles	\$28,000,000
Design work	19,800,000
Real estate acquisition	30,300,000
Construction	41,500,000
Rail cars	4,400,000
Total	124,000,000

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The St. Lawrence Seaway Development Corporation is a wholly owned Government corporation established by the act of May 13, 1954, responsible for the operation, maintenance, and development of the United States portion of the seaway between Montreal and Lake Erie.

Since April 1, 1987, toll revenues have been deposited in the Harbor Maintenance Trust Fund and operation and maintenance of the portion of the seaway for which the Corporation is responsible have been financed by an appropriation from the fund.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 1991	\$10,250,000
Budget estimate, 1992	10,800,000
House allowance	10,600,000
Committee recommendation	10,550,000

The Corporation's operations program provides for operation of all facilities, for maintenance—including major items which are deferred to the nonnavigation season, for planning and development activities, and for undertaking various capital improvements to upgrade and modernize its facilities.

Prior to 1987 the Corporation's activities were funded by tolls on vessels transiting the seaway locks maintained by the Corporation and its Canadian counterpart. As of April 1, 1987, the Corporation's toll revenues are deposited in the Harbor Maintenance Trust Fund established by Public Law 99-662. In lieu of the toll revenues, appropriations are made from the fund as the primary source of financing for the operations and maintenance activities of the Corporation. In addition, the Congress authorizes the Corporation to make expenditures from available funds and borrowing authority, and to enter into contracts without regard to fiscal year limitations as are necessary to carry out the programs set forth in its budget.

For fiscal year 1992, the Committee recommends an appropriation of \$10,550,000. This is \$250,000 less than the budget request and \$50,000 less than the House allowance.

The Committee concurs in the adjustments proposed by the House deleting funds for GSA rental payments, certain capital expenditures, and the vessel traffic management system study. The Committee has further reduced the request by \$50,000 to delete anticipated funding for overseas factfinding missions by Seaway officials. While Seaway officials have sought to justify overseas trade missions based on their primary goal of marketing the Seaway to potential users, it is not at all clear to the Committee how factfinding missions will directly serve to enhance the use of the Seaway.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

The Research and Special Programs Administration [RSPA] was established by the Secretary of Transportation's organizational changes dated July 20, 1977, and serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to pipeline transportation and the transportation of hazardous cargo by all modes. In 1992, resources are requested to implement new food safety and hazardous materials transportation legislation. Funding is also provided for the management and execution of the Office of Airline Statistics, Office of Emergency Transportation, the Transportation Safety Institute [TSI], and the Volpe National Transportation Systems Center [VNTSC].

REPROGRAMMING ACTIONS BY RSPA

During consideration of RSPA's fiscal year 1989 budget request, it became clear to the Committee that RSPA was engaging in un-

authorized transfers of funds between activities without prior Committee approval. The Committee, therefore, included explicit instructions in the Senate report accompanying the fiscal year 1989 appropriations act reiterating its positions that all such reprogramming actions require approval by the Committee. It has become clear to the Committee that, notwithstanding these instructions, RSPA has engaged in a pattern and practice of unauthorized reprogramming of funds between offices and activities, both in fiscal years 1990 and 1991. These transfers have been documented by the General Accounting Office in an audit ordered by the subcommittee chairman.

A review of these unauthorized reprogrammings reveals a number of disturbing trends. Indeed, the effect of many of these reprogrammings was to undermine the critical safety missions of several RSPA offices. Within the Office of Hazardous Materials Transportation, despite an authorized ceiling of 100 positions granted by the Committee for fiscal year 1991, the Office expects to be staffed at no more than 92 filled positions by the end of the fiscal year. This has resulted in part because of unauthorized transfers of positions to management and administration functions, program and policy support staff, and the Office of the Chief Counsel. At a time when the Office of Hazardous Materials Transportation was required to gear up to implement the most ambitious reauthorization of the Hazardous Materials Act to be enacted since 1975, RSPA chose to strip the Office of program funds necessary to implement the new act as well as to execute ongoing enforcement and regulatory functions. In a memo documenting the effect of these reprogrammings sought by the General Accounting Office, the Office of Hazardous Materials Transportation conceded that the loss of program funds would result in a serious decline in the ability of the Office to execute necessary rulemaking activities and mandatory inspection and enforcement activities, such as the acquisition and testing of hazardous materials containers to determine noncompliance or faulty design specifications, as well as to investigate and analyze hazardous materials transportation accidents.

Similarly, in the Office of Pipeline Safety, additional funding and positions were provided by the Committee in the fiscal year 1991 appropriations bill to address numerous deficiencies the Committee found in the level of pipeline inspection and enforcement efforts. These deficiencies were cited in great detail in the Senate report accompanying the fiscal year 1991 appropriations bill. Here again, unauthorized reprogramming actions by RSPA in combination with FTE ceilings imposed by the Office of Management and Budget has resulted in a level of staffing and a level of effort within the Office of Pipeline Safety well below the amount anticipated in the fiscal year 1991 appropriations bill.

Neither RSPA nor the Office of the Secretary of Transportation formally notified the House and Senate Appropriations Committees of these reprogrammings. RSPA officials merely made indirect and passing references to budgetary problems during testimony and copied the Committee into an internal memorandum announcing a reorganization of RSPA offices. Thus the Committees continued to develop their versions of the fiscal year 1991 appropriations bills, setting spending and position ceilings for each office in RSPA in

the usual configuration. At no time did RSPA or the Office of the Secretary of Transportation alert the Committee that, in their view, the distribution of funding between offices in the House report, Senate report, and conference report no longer were relevant. Indeed, despite the Committee's instructions regarding prior approval reprogrammings, RSPA expected to wholly reprogram funds earmarked in the fiscal year 1991 conference report as it saw fit.

The General Accounting Office revealed the scope of such unauthorized reprogrammings. During fiscal year 1990, the GAO audit found that there were variances between 1.4 percent and more than 72 percent between the level of funding allocated by the Appropriations Committees and the level of funds allotted by RSPA. Within individual offices, the variances for the expenditure of administrative functions versus program activities exceeded 450 percent in the Office of the Administrator. In four of RSPA's seven offices such variances exceeded 195 percent. For fiscal year 1991, GAO revealed variances of up to 160 percent between the level of funding set by the Appropriations Committees and the level of funding obligated by RSPA. Within individual offices, the variances between expected program costs and administrative costs ranged up to 300 percent.

During hearings on RSPA's budget request for fiscal year 1992, RSPA officials provided two explanations for the unauthorized reprogramming actions taken by the agency. First, RSPA claimed that agency officials were not familiar with the reprogramming procedures required by the Committee. Given the fact that the Committee stated in the fiscal year 1989 appropriations report that all such transfers must receive Committee approval, this explanation calls into question whether this instruction contained in the fiscal year 1989 report was read by any RSPA officials. This explanation also flies in the face of actions taken by RSPA during fiscal year 1990. Indeed, RSPA sent the Committee a reprogramming request to transfer funds from one activity within the Office of Pipeline Safety to another activity with the Office of Pipeline Safety. Yet, at the same time, the agency was engaging in massive unauthorized reprogrammings between offices. These reprogrammings violated the funding and personnel ceilings which were clearly earmarked in the House, Senate, and conference reports accompanying the fiscal year 1990 and fiscal year 1991 appropriations bills.

The reprogramming procedures required of RSPA by the Committee are no different than those required of many other DOT agencies. If, in fact, RSPA officials were ignorant of these reprogramming requirements, an assertion that the Committee questions for the reasons cited above, then the Office of the Secretary of Transportation should have acquainted RSPA with these procedures in overseeing its budget.

A second explanation offered by RSPA officials as to why it engaged in this series of unauthorized reprogrammings is that the budget request submitted by RSPA for years prior to fiscal year 1992 did not adequately estimate the actual costs of program operations within the agency; that is, that the amounts requested in the budget justifications were not accurate in reflecting the true expenditures and future needs of the agency. RSPA went on to ex-

plain that these reprogramming actions were taken solely to address critical shortfalls identified by agency heads and funding was transferred only for the purpose of financing critical funding needs within the agency. While the Committee takes great exception to the fact that RSPA did not notify the Committee as to these reprogramming actions, it must be noted that the General Accounting Office confirmed RSPA's observation that prior budget submissions did not accurately capture true expenditures or funding requirements of the several offices within RSPA.

However, a review of RSPA's expenditures does not indicate that reprogramming actions were taken only to meet critical agency needs. Indeed, while program funds were being reprogrammed out of the Office of Hazardous Materials Transportation resulting in a degradation of critical regulatory functions by that Office, funds were found by RSPA to finance a consulting contract to provide the Administrator and Deputy Administrator with professional coaching on the proper dress, demeanor, speech, and gestures for radio and TV interviews. Funds were also found to replace furniture within the Office of the Administrator and conduct large staff retreats in Annapolis, MD, and other locations in which lodging and food costs for numerous staff were covered by the agency—costs that could easily have been avoided, had such meetings been conducted at RSPA headquarters. The Committee views such expenditures during a time of such severe fiscal austerity as exhibiting poor judgment at best. Such spending decisions do not represent efforts to address only critical funding shortfalls.

The committee has taken the following four steps to ensure that funds provided by the Committee to specific RSPA activities are expended as the Committee intends:

First, all major program areas within RSPA are appropriated in separate appropriations accounts. This funding arrangement is similar to that utilized for the Office of the Secretary of Transportation [OST]. Transfers of funding between such accounts will hereafter constitute violations of law rather than violations of reprogramming procedures.

Second, the Committee has included statutory language prohibiting the use of personnel funded from appropriations accounts other than the "Program support" account from serving in the office of the Administrator, the Office of Policy and Programs, the Office of Civil Rights, the Office of Management and Administration, and the Office of the Chief Counsel.

Third, the Committee has explicitly funded three positions in the "Program support" account from the pipeline safety trust fund. This action is consistent with RSPA's view that certain program support positions should be financed from the trust fund in recognition of the fact that the Pipeline Safety Program benefits from certain program support activities. However, all 66 positions funded through the "Pipeline safety appropriations" account will be statutorily prohibited from serving in or augmenting RSPA's program support activities.

Fourth, the Committee stipulates the following reprogramming procedures for transfers of funds between activities within each appropriations account.

Like the budget justifications submitted by RSPA, the Committee reports accompanying the Appropriations Acts will earmark specific position levels as well as funding levels for salaries and expenses [PC&B], operating expenses, program activities, and research and development [R&D] activities. For the "Program support" account, positions are also earmarked by office.

Positions.—The position levels stipulated in the Committee reports are binding and serve simultaneously as ceilings and floors. RSPA is expected to seek to reach the position level specified in the Committee reports as quickly as humanly possible following the date of enactment of the Appropriations Act. RSPA may fill new positions less quickly in the event that the President's budget explicitly requests less than a full FTE for each new FTP. Any action to achieve a position level that differs from the level earmarked in the accompanying Committee reports requires the written approval of both the House and Senate Appropriations Committees.

PC&B and operating expenses.—Each major program area within RSPA is expected to live within the funding levels stipulated for PC&B and operating expenses earmarked in the Committee reports. The Committee recognizes that estimating adjustments may periodically result in imperfect estimates for both PC&B and operating expenses. Thus, minor transfers of funds between PC&B and operating expenses do not require written approval of the Committees so long as this action is taken to adjust for estimating changes. No such adjustments are permitted without prior Committee approval if they are intended to bring about a staffing level that differs from the position level stipulated in the Committee reports. Each office is expected to live within the operating expenses budget as requested in the budget and adjusted by Congress (that is, if the Congress explicitly imposes a 10-percent travel reduction in setting the operating expenses figure for the Office of Hazardous Materials, then the Office must live within the new travel ceiling or receive written approval by the Committees to deviate from that ceiling).

Program activities and research and development [R&D] funding.—Under no circumstances may funds provided for program activities or R&D be used for PC&B or operating expenses without the written approval of the Committees. Each office is expected to spend program activities and R&D funds in conformity with their budget request as adjusted by Congress. However, it is recognized that changing circumstances may require an office to change its priorities for program activities or R&D funds. Such changes do not require Committee approval but they do require Committee notification. Such changes do require written Committee approval if they seek to overturn an adjustment made by Congress (that is, if the Congress explicitly freezes ET program funds for RETCO's or cuts ET R&D funds for the defense transportation threat assessment, then written approval of the Committee is required if the agency is to spend program or R&D funds in excess of the congressionally adjusted levels for these activities).

BUDGET JUSTIFICATION IMPROVEMENTS

The Committee is most disturbed with the lack of specificity contained in RSPA's fiscal year 1992 budget justification. While the Committee has encountered such problems with certain other DOT agencies in the past, the problem with RSPA's justification is unique since the agency had provided more detailed budget information in past justifications. The Committee directs that future year budget justifications from RSPA provide at least the same level of specificity as was provided in RSPA's fiscal year 1991 justification. Specifically, in the area of program and R&D funds, the Committee expects the justification to cite each and every anticipated expenditure with a discussion as to the purpose of each expenditure with base and prior year funding data for each expenditure. The Committee also expects detailed data on operating expenses for each program area (appropriations account) including changes in funding levels for travel, training, supplies, et cetera.

HAZARDOUS MATERIALS SAFETY

Appropriations, 1991	\$7,758,000
Budget estimate, 1992	11,156,000
House allowance ¹	10,131,000
Committee recommendation	10,401,000

¹ The House imposed an undistributed reduction of \$3,415,000 against the total sum provided for all RSPA offices with the exception of the Office of Pipeline Safety. The amount of this proposed reduction to be taken from hazardous materials safety cannot be determined at this time.

Hazardous materials safety [HMS] administers a nationwide program of safety regulations to fulfill the Secretary's duty to protect the Nation from the risks to life, health, and property that are inherent in the transportation of hazardous materials by water, air, highway, and railroad.

HMS plans, implements, and manages the hazardous materials transportation program consisting of information systems, research and analysis, inspection and enforcement, rulemaking support, training and information dissemination, and emergency procedures.

For hazardous materials safety, the Committee recommends the following appropriation:

	Fiscal year 1992 estimate	Committee recommendation
Personnel, compensation and benefits	\$5,130,000	\$5,287,000
Operating expenses	463,000	450,000
Program activities	4,181,000	3,362,000
Research and development	1,382,000	1,302,000
Total	11,156,000	10,401,000
Positions [FTP]	115	112

The Committee makes the following adjustments to the President's request:

- + \$322,000—PC&B adjustment to account for updated estimates;
- \$200,000 for an information system related to the Sanitary Food Transportation Act of 1990 [SFTA];

- \$100,000—flow study related to the SFTA;
- \$105,000—two less positions to implement the SFTA;
- \$250,000—mode and route study required under the Hazardous Materials Transportation Uniform Safety Act of 1990 [HMTUSA];
- \$83,000—mode and route study requested under hazardous materials regulatory analysis;
- \$150,000—development of a training curriculum required by HMTUSA;
- \$36,000—hazardous materials specialists program authorized under the Intergovernmental Personnel Act;
- \$60,000—one less position to implement the HMTUSA; and
- \$80,000 R&D reduction for information systems.

HAZARDOUS MATERIALS TRANSPORTATION UNIFORM SAFETY ACT OF 1990 [HMTUSA]

The Committee recommends 12 new positions for implementation of the HMTUSA, including the 5 positions requested for implementation of section 17 for public sector training and planning. There is ample justification for the addition of these positions, especially when one considers the substantial new requirements of the HMTUSA and the pressing backlog of rulemakings and petitions facing the Office of Hazardous Materials Safety [OHMS]. Of the 12 new positions, 2 shall be allocated for inspectors to be assigned to RSPA's regional offices.

The Committee provides \$200,000 for research and analysis and the \$301,000 requested for rulemaking support for the OHMS. The Committee expects that OHMS will vigorously pursue the rulemakings required under the HMTUSA with these funds as well as other important pending rulemakings.

The Committee's allowance includes \$850,000 of the \$1,000,000 requested for the development of the training curriculum required under HMTUSA.

MODE AND ROUTE STUDY REQUIRED UNDER THE HMTUSA

The Committee provides \$200,000 of the \$450,000 requested for the mode and route study required under the HMTUSA. The Committee has expressed its reasons for not fully funding the amount requested for this study in the FRA section of this report. The Committee disallows the request under OHM's regulatory analysis program for \$83,000 to initiate a study of the determination of the need for additional guidelines or regulations of radioactive shipments. This request is duplicative of the study required under the HMTUSA.

SANITARY FOOD TRANSPORTATION ACT OF 1990

The Committee's recommends five of the seven requested positions and \$265,000 in program funds to implement the Sanitary Food Transportation Act of 1990 [SFTA]. The Committee's allowance does not provide:

- The \$200,000 requested for the design and development of an information and incident reporting system necessary to track

and measure the progress and effectiveness of the regulations issued pursuant to the act. There exists within the Office of Hazardous Materials adequate tracking systems to address this requirement.

- The \$100,000 requested for the conduct of product flow studies. Because food, food additives, garbage, drugs, and medical devices are transported everywhere, the Committee doubts whether product flow studies will yield information needed to implement this act. The Committee recommends six positions for the implementation of the SFTA—two regulatory specialists, two technical specialists, and one program manager.

HM SPECIALISTS PROGRAM

Last year the Committee disallowed funding for the HM specialists program, which sponsors State and local hazardous materials transportation enforcement officers and program managers to observe and learn from various components of the DOT hazardous materials community. The Committee, however, notes RSPA's strong desire to restore funding for this intergovernmental exchange; and consequently, recommends \$75,000 for this program and intends to monitor carefully its cost and effectiveness.

The Committee recommends that RSPA maximize the number of State and local officers participating in this program by reducing costs per visiting inspector. RSPA should consider ways to: minimize the travel and per diem expenses associated with this program by arranging, whenever possible, joint inspection activities close to the specialist's home location or nearest RSPA regional office; limit the amount of time that a visiting inspector is assigned to DOT headquarters in order to maximize field time; and reduce the duration of this program per visiting inspector.

The Committee directs RSPA to use \$10,000 of the funds provided for training materials and publications to ensure that RSPA's regional offices serve as a source of technical and training assistance as required in the report of last year. The Committee looks forward to receiving next year substantial evidence of the assistance of RSPA's regional officers to State and local hazardous materials inspectors and program managers.

HMTUSA FEES FOR REGISTRATION

In addition to the amounts cited above, the Committee has provided \$1,900,000 in program funds to cover the up-front costs of establishing and processing hazardous materials registration statements required by the Hazardous Materials Transportation Uniform Safety Act of 1990 [HMTUSA]. The Committee bill allows the collection of not less than \$1,900,000 in fees in fiscal year 1992 as authorized in the HMTUSA to cover the costs of processing registration statements.

AVIATION INFORMATION MANAGEMENT

Appropriations, 1991	\$1,720,000
Budget estimate, 1992	3,086,000
House allowance ¹	3,086,000
Committee recommendation	2,495,000

¹ The House imposed an undistributed reduction of \$3,415,000 against the total sum provided for all RSPA offices with the exception of the Office of Pipeline Safety. The amount of this proposed reduction to be taken from aviation information management cannot be determined at this time.

The Aviation Information Management [AIM] Program provides financial and statistical economic data on individual air carrier operations and the air transportation industry. The AIM provides airline data and special project data services to DOT programs and users. It also arranges for access to the data by non-DOT parties through its reports reference room, the RSPA's center for transportation information at the Volpe National Transportation Systems Center, and private sector information firms.

The AIM Program became part of RSPA in 1985 to provide separation of its administration and direction from its users in the Office of the Secretary [OST] and the Federal Aviation Administration [FAA]. In fiscal year 1991, the airline tariffs function was transferred from OST to RSPA.

For aviation information management, the Committee recommends the following appropriation:

	Fiscal year 1992 estimate	Committee recommendation
Personnel, compensation and benefits	\$2,214,000	\$2,114,000
Operating expenses	81,000	81,000
Program activities	791,000	300,000
Total	3,086,000	2,495,000
Positions [FTP]	34	34

The Committee makes the following adjustments to the President's request:

- \$100,000—PC&B adjustment to account for updated estimates.
- \$491,000—freeze program funds at fiscal year 1991 level.

In testimony before the Committee, RSPA noted that despite the loss of budgeted program funds in 1991, "the Airline Statistics Program continued to maintain the timeliness of existing data collections and produced data bases and products." The Committee expects that the office will maintain its current level of services through fiscal year 1992.

The Committee agrees to the Department's proposed transfer to RSPA of electronic tariff filing activities in fiscal year 1992. To finance the costs of the activities, the Committee concurs in the House language allowing up to \$1,000,000 in user fees to be credited to this appropriation as program funds. Costs eligible for this financing are limited to costs associated with the electronic tariff filing program, including direct staff costs, operating and maintenance costs, and costs of further system development.

EMERGENCY TRANSPORTATION

Appropriations, 1991	\$886,000
Budget estimate, 1992	1,015,000
House allowance ¹	910,000
Committee recommendation	944,000

¹ The House imposed an undistributed reduction of \$3,415,000 against the total sum provided for all RSPA offices with the exception of the Office of Pipeline Safety. The amount of this proposed reduction to be taken from emergency transportation cannot be determined at this time.

Emergency transportation [ET] programs provides support to the Secretary of Transportation for his statutory and administrative responsibilities in the area of transportation civil emergency preparedness and response. The office develops and coordinates the Department's policies, plans, and programs, in headquarters and the field to provide for emergency preparedness.

ET is responsible for implementing the Transportation Department's National Security Program initiatives, including an assessment of the transportation implications of the changing global threat. The Office is also charged with the development of crisis management plans and the implementation of these plans nationally and regionally in an emergency.

For emergency transportation, the Committee recommends the following appropriation:

	Fiscal year 1992 estimate	Committee recommendation
Personnel, compensation and benefits	\$656,000	\$656,000
Operating expenses	108,000	108,000
Program activities	141,000	90,000
Research and development	110,000	90,000
Total	1,015,000	944,000
Positions [FTP]	7	7

The Committee makes the following adjustments to the President's request:

- \$13,000—provide one-half of requested increase to update the ET data base.
- \$10,000—freeze funding support for RETCO's.
- \$10,000—replacement of high-frequency radio equipment.
- \$18,000—provide one-half of requested increase for training, HQ management team, and other exercises.
- \$10,000—R&D; document inventory system.
- \$10,000—R&D; defense transportation threat assessment.

RESEARCH AND TECHNOLOGY

Appropriations, 1991	\$886,000
Budget estimate, 1992	1,015,000
House allowance ¹	910,000
Committee recommendation	1,868,000

¹ The House imposed an undistributed reduction of \$3,415,000 against the total sum provided for all RSPA offices with the exception of the Office of Pipeline Safety. The amount of this proposed reduction to be taken from research and technology cannot be determined at this time.

Research and technology [ORT] assists in the definition of research policy, maintains oversight over research and development

programs conducted by the Department, and provides coordination of research among the modes. This mission is accomplished by providing staff support to the RSPA Administrator, in his capacity as Chairman of the DOT Research and Development Coordinating Council. ORT is also charged with assuring that transportation research from around the country is made available in useful form to Federal, State, and local elected and appointed officials, the transportation community, and academia. ORT provides planning and analysis on the federally sponsored civil radionavigation and radio-communications systems, with responsibility for development of the biennial Federal radionavigation plan. The program also provides program development and research dissemination assistance in the system of the University Transportation Centers Program.

For research and technology, the Committee recommends the following appropriation:

	Fiscal year 1992 estimate	Committee recommendation
Personnel, compensation and benefits.....	\$769,000	\$1,045,000
Operating expenses.....	104,000	121,000
Research and development.....	702,000	702,000
Total.....	1,575,000	1,868,000
Positions [FTP].....	10	14

The Committee has adjusted the President's request to add four positions and the salary and operating expenses associated with those positions. These positions were requested under the program support function for the Associate Administrator for Research, Technology and Analysis, the Director of the Transportation Safety Institute, and two secretaries. A total of \$276,000 in PC&B funds were transferred along with \$17,000 in operating expenses.

The Committee has fully funded the request for coordination of human factors research. The House provided no funding for this activity. However, the Committee expects to carefully review the use of these funds to ensure that RSPA's efforts are geared toward coordination and integration of such research and does not seek to duplicate the research efforts of the modal administrations.

VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER [VNTSC]

The Committee concurs in the action of the House denying RSPA's request to allow the Volpe National Transportation Systems Center [VNTSC] to hire up to an additional 75 other-than-full-time equivalent positions in fiscal year 1992. In the Senate report accompanying the fiscal year 1991 Transportation appropriations bill, the Committee directed RSPA to submit a plan for the future of the VNTSC. The plan was to specify how the VNTSC will change its mission, functions, and status in relation to national transportation needs. The plan was specifically to address the issue of personnel needs and stipulate specific objectives and milestones for the expansion of the VNTSC if the administration determined that such an expansion was warranted. Despite the Committee's directive that this report be submitted with RSPA's fiscal year 1992

budget request, no report has been submitted. To date, only a request to expand employment at the VNTSC has been submitted. The Committee does not see the wisdom of expanding employment at the VNTSC if the administration is not able to articulate a plan for the future direction of the center. Moreover, the Committee does not believe that providing RSPA added flexibility in setting positions is warranted given RSPA's recent history of exceeding its authority in moving positions throughout the agency without the necessary approval of the House and Senate Committees. The Committee will reconsider requests for expanded employment at VNTSC in future years once the Committee has had adequate time to review the report requested almost 14 months ago and the Committee has witnessed improved performance by RSPA in complying with congressional directives.

PROGRAM AND ADMINISTRATIVE SUPPORT

Appropriations, 1991	\$4,539,000
Budget estimate, 1992	7,080,000
House allowance ¹	(²)
Committee recommendation	5,606,000

¹ The House imposed an undistributed reduction of \$3,415,000 against the total sum provided for all RSPA offices with the exception of the Office of Pipeline Safety. The amount of this proposed reduction to be taken from program support cannot be determined at this time.

² House funding allocations are not comparable.

The program support function provides legal, financial, management, and administrative support to the operating offices within RSPA. These support activities include executive direction (Office of the Administrator), program and policy support, civil rights and special programs, legal services and support, and management and administration.

For program support, the Committee recommends the following appropriation:

	Fiscal year 1992 estimate	Committee recommendation
Personnel, compensation and benefits	\$3,597,000	\$3,231,000
Operating expenses	3,445,000	2,337,000
Program activities	38,000	38,000
Total	7,080,000	5,606,000
Positions (FTP): ²		
Executive direction	5	5
Policy and programs	2	² 3
Research technology and analysis	2	
Civil rights and special programs	1	² 2
Management and administration	15	² 18
Legal services and support	12	15
Transportation Safety Institute	2	
Total	39	43

¹ Includes funds provided from the pipeline safety fund.

² Includes one position provided from the pipeline safety fund.

The Committee recommends the following adjustments to the President's request:

—\$222,000—PC&B adjustment from updated estimates.

- \$293,000—PC&B and OE funds for research technology and analysis positions transferred to research account.
- + \$165,000—provide funding from pipeline safety fund for three positions formally funded out of separate appropriation for Pipeline Safety Program.
- \$26,000—disallow personnel specialist position.
- \$1,084,000—consolidate GSA rental payments.
- \$14,000—reduce travel 25 percent.

During fiscal year 1991, RSPA financed numerous positions in the program support offices with funds appropriated for the offices of pipeline safety and hazardous materials. As already discussed in this report, RSPA executed this reprogramming without the consent of the Committee. The positions transferred from the Office of Hazardous Materials are now formally requested under the "Program support" account. However, in the case of the positions appropriated through the Office of Pipeline Safety, personnel funded from one appropriations account were used to augment activities traditionally financed under another appropriations account. Barring any action by the Committee, RSPA intends to continue this practice in fiscal year 1992. In the view of the Committee, this commingling of funds from two separate appropriations is inappropriate.

To ensure that this type of activity does not occur again, the Committee has funded each of RSPA's major functions under separate appropriations accounts. The Committee also has added a limitation under the "Program support" account which will serve to ensure that only personnel funded under the program support appropriation serve in the Office of the Administrator, the Office of Policy and Programs, the Office of Civil Rights, the Office of Management and Administration, and the Office of Legal Services. This limitation will also serve to prohibit the use of personnel from either the transportation systems center or the Transportation Safety Institute from augmenting these program support offices and activities.

In recognition of the fact that certain activities in the program support area benefit the Pipeline Safety Program, the Committee has explicitly appropriated funds for three positions from the pipeline safety fund to the "Program support" account. One position is allotted to management and administration, one position is allotted to policy and programs, and one position is allotted to civil rights. This will eliminate the practice of commingling funds in the program support area from two separate appropriations accounts.

The Committee's allowance provides one additional position requested for RSPA's budget office within the management and administration subaccount. Consistent with the action of the House, the additional position requested for a personnel specialist is denied.

Operating funds are reduced by \$1,084,000 to reflect the consolidation of GSA rental costs in a unified account in the Office of the Secretary. A further reduction of \$14,000 is taken to reflect a 25-percent reduction in travel expenditures.

RSPA'S PRIORITY PROGRAM AND PLAN

The Committee is concerned that RSPA's senior management lacks a definitive outline of its goals and objectives and has failed to establish specific milestones and deadlines for achieving these. RSPA's failure thus far to fully implement many of the provisions of the Pipeline Safety Act of 1988, RSPA's failure to move forward expeditiously on other rulemakings specified in Senate Report 101-398, RSPA's failure to deliver within the periods specified the mandated reports on its regional hazardous materials enforcement offices and the Volpe National Transportation Systems Center, RSPA's failure to budget properly for essential safety activities while at the same time using appropriated funds for nonessential services, and numerous other concerns and problems brought to light in the Committee's record suggest that RSPA needs to better define its mission, and establish a timetable for achieving its goals; especially the publication of all mandated rulemakings. The Committee plans to take a more active role in monitoring RSPA's progress toward achieving these goals.

Consequently, for fiscal years 1992-94, the Committee directs RSPA to develop a priority plan for each of its component offices. The plan should specify programmatic goals and objectives, a regulatory and/or programmatic agenda, and specific milestones and date-specific deadlines for achieving these goals. RSPA should use as a model the program priority plan developed by NHTSA. The plan shall establish a date-specific deadline for the publication of all anticipated rulemakings to take place in fiscal years 1992-94. The first of these plans should be delivered to the Committee not later than February 1, 1992.

PRESIDENTIAL TASK FORCE—TAPS

The Committee has not included funding to initiate the Presidential Task Force on the Trans-Alaska Pipeline System authorized under section 8103 of Public Law 101-380. The House bill includes \$4,000,000 for a comprehensive audit and report by such a task force.

PIPELINE SAFETY

Appropriations, 1991	\$11,042,000
Budget estimate, 1992	13,953,000
House allowance	13,472,000
Committee recommendation	13,553,000

The Research and Special Programs Administration is also responsible for the Department's Pipeline Safety Program. This activity was funded as a separate account for the first time in fiscal year 1988 and is entirely financed by user fees assessed to the pipeline operators.

Included under this account is the operations activity providing for the salaries and expenses and the supervisory and management functions for pipeline safety regulatory and enforcement programs. Also included is research and development to support the Pipeline Safety Program and grants-in-aid to State agencies that conduct a Pipeline Safety Program.

For pipeline safety, the Committee recommends the following appropriation:

	Fiscal year 1992 estimate	Committee recommendation
Personnel, compensation and benefits.....	\$3,483,000	\$3,483,000
Operating expenses.....	1,594,000	1,144,000
Program funds.....	1,026,000	1,076,000
Research and development.....	850,000	850,000
State grants.....	7,000,000	7,000,000
Total.....	13,953,000	13,553,000
Positions [FTP].....	¹ 66	² 66

¹ Includes four positions intended to serve in program support functions outside the Office of Pipeline Safety.

² Includes no positions other than those serving within the Office of Pipeline Safety. Represents an increase of four positions above the level serving in the Office of Pipeline Safety in fiscal year 1991.

The Committee recommends the following adjustments to the President's request:

- \$481,000—consolidation of GSA rental costs
- \$234,000—PC&B and operating expenses for four positions financed from pipeline safety appropriation for use in program support offices.
- + \$265,000—PC&B and operating expenses for three new pipeline inspector positions and one new support position.
- + \$55,000—additional program funds for rulemaking support.

The Committee approves the request for \$7,000,000 for the pipeline safety grant-in-aid program. The Committee urges RSPA to move expeditiously toward a performance-based approach in awarding these funds. The Committee encourages RSPA to use these additional funds to ensure that participating States take full authority over intrastate pipeline facilities as contemplated in the Natural Gas Pipeline Safety Act of 1968, as amended, and the Hazardous Liquid Pipeline Safety Act of 1979, as amended.

The Committee has added four positions to the Office of Pipeline Safety—three inspectors and one support position. The Committee directs that OPS ensure that these positions are filled during fiscal year 1992.

The Committee has also increased by \$50,000 the amount requested for pipeline program funds for rulemaking support to implement any changes in Federal pipeline safety law or to accelerate progress on current rulemakings, including the advanced notice dealing with hazardous liquid pipelines operating at low stress levels of 20 percent or less of specified minimum yield strength.

In testimony before the Committee in April 1990, OPS committed itself to repealing the blanket regulatory exemption for pipelines operating at less than 20 percent of their minimum yield strength. Although OPS has yet to repeal the exemption, the Committee takes OPS at its word that action is imminent. The Committee will continue to monitor this situation closely and expects this exemption to be repealed no later than September 30, 1990.

The Committee has deducted \$481,000 from the budget request for OPS to reflect the consolidation of GSA rental payments under a separate account.

OFFICE OF THE INSPECTOR GENERAL

SALARIES AND EXPENSES

Appropriations, 1991	\$31,875,000
Budget estimate, 1992	38,668,000
House allowance	37,005,000
Committee recommendation	36,518,000

The Office of Inspector General [OIG] was created by the Inspector General Act of 1978 (Public Law 95-452). It is intended to be an independent and objective organization with the explicit mission of: (1) Promoting organizational efficiency and effectiveness; (2) preventing and detecting fraud and abuse; and (3) providing a means of keeping the Secretary of Transportation and Congress fully and currently informed of problems and deficiencies in the administration of departmental programs and operations.

The headquarters audit operation is composed of program offices which correspond to the transportation modes and the ADP and Technical Support Office. Field offices are located in Baltimore and 7 of 10 standard Federal regions. There are also five regional investigative offices which are responsible for all investigations within their designated areas. Necessary audits of the Essential Air Service [EAS] Program are also conducted. Funds are included to implement the provisions of the recently enacted Chief Financial Officers Act of 1990 which requires approximately \$1,125,000.

The Committee recommends \$36,518,000, \$2,150,000 less than the budget request because of reductions made for rental payments. The Committee does not concur with the House's proposed reduction in the field investigation area. A cut of this magnitude will impair the inspector general's ability to conduct necessary investigations that may result from procurement audits. Also, the Committee is concerned that a specific reduction in this area could prevent the hiring of needed investigators.

100-100000

TITLE II—RELATED AGENCIES

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

SALARIES AND EXPENSES

Appropriations, 1991	\$2,700,000
Budget estimate, 1992	2,980,000
House allowance	2,900,000
Committee recommendation	2,980,000

The Architectural and Transportation Barriers Compliance Board (the Access Board) was established by section 502 of the Rehabilitation Act of 1973 to ensure compliance with the Architectural Barriers Act of 1968. With the passage of the Americans With Disabilities Act [ADA] in July 1990, the responsibilities of the Access Board were broadened. These new responsibilities are to: develop minimum accessibility guidelines for titles II and III of the ADA (accessibility standards for transportation vehicles and facilities, public accommodations, children's facilities, outdoor recreation, and communications); assist the Department of Justice [DOJ] in the development of a comprehensive, governmentwide plan to provide technical assistance to entities covered by the act; implement technical assistance programs for entities covered under the transportation and public accommodations titles of the ADA; develop and publish technical assistance manuals for those entities covered under titles II and III of the act; and assist the DOJ in certifying that State and local building codes comply with the ADA.

The fiscal year 1992 budget request seeks additional staff resources to assist in developing the regulation supplements, technical assistance materials, and training manuals for entities affected by the ADA; implement the ADA technical assistance training program that is being developed jointly with DOJ; and assist the DOJ in the certification of State and local building codes.

The House bill includes language permitting the Access Board to credit receipts for training expenses to its appropriation. Accompanying report language states the House Committee's expectation that these receipts will offset the \$80,000 reduction in the Board's request. It is not clear to this Committee, however, that the Access Board will be able to make up this difference by charging for training costs. In the past, the Board has not charged a fee for training sessions.

The Committee feels that, at this time, there is not enough information to gauge the typical demand, target audience, timeframes, and associated costs for such training sessions. In addition, the Committee feels there is a possible opportunity to charge a fee for some documents published by the Access Board, including the video tape on UFAS standards and the ADA that is currently being de-

veloped. Therefore, the Committee directs the Access Board to submit a report to the Senate and House Committees by June 1, 1992, utilizing data from the first 6 months of training sessions in fiscal year 1992, on the feasibility of charging organizations for training sessions. The report shall also discuss the feasibility of charging a fee for Access Board publications. Using the information presented in this report, the Committee believes its can better determine what costs can be recouped by the Access Board and credited to their annual appropriation.

The bill includes \$2,980,000 for the Access Board, which is \$80,000 more than the House allowance and the same as the budget estimate.

NATIONAL TRANSPORTATION SAFETY BOARD

SALARIES AND EXPENSES

Appropriations, 1991	\$31,470,000
Budget estimate, 1992	34,176,000
House allowance	34,176,000
Committee recommendation	35,676,000

The Independent Safety Board Act of 1974 established the National Transportation Safety Board [NTSB] as an independent Federal agency to promote transportation safety by conducting independent accident investigations. In addition, the Act authorizes the Board to make safety recommendations, conduct safety studies, and oversee safety activities of other Government agencies involved in transportation. The Board also reviews appeals of adverse actions by the Department of Transportation with respect to airmen and seamen certificates and licenses.

The Board has no regulatory authority over the transportation industry. Thus, its effectiveness depends on its reputation for impartial and accurate accident reports, realistic and feasible safety recommendations, and on public confidence in its commitment to improving transportation safety.

The amount recommended provides for a full-time equivalent employment [FTE] level of 360, an increase of 16 FTE's over the fiscal year 1991 level. The Committee allowance for operations is distributed as follows:

	Staff (FTE)	Budget authority
Policy and direction	44	\$4,550,000
Aviation safety	131	12,628,000
Surface transportation safety	94	8,772,000
Research and engineering	46	4,128,000
Administration	32	2,628,000
Administrative law judges	13	1,470,000
Total	360	34,176,000

The Committee agrees with the House directive that it is to be advised if the Board proposes to deviate in any way from the staff-year allocations or by more than 5 percent from the funding allocations listed above.

In total, the Committee recommends \$35,676,000 for the National Transportation Safety Board, which is \$1,500,000 more than the budget request and the House allowance. These additional funds are provided expressly for additional costs associated with a relocation to new office and laboratory space. If additional funds above the \$1,500,000 are needed for this move, such funding should come from discretionary travel. No personnel or training shall be cut to fund this move.

INTERSTATE COMMERCE COMMISSION

SALARIES AND EXPENSES

Appropriations, 1991	\$43,777,000
Budget estimate, 1992	41,373,000
House allowance	40,923,000
Committee recommendation	41,373,000

The Interstate Commerce Commission [ICC] is an independent agency created by Congress to regulate interstate transportation in order to ensure that the public has an adequate, efficient transportation system. In the motor carrier area, the ICC regulates rates, grants operating authority, regulates mergers and acquisitions, and develops policy associated with the Interstate Commerce Act, as amended by the Motor Carrier Act of 1980, the Household Goods Transportation Act of 1980, the Bus Regulatory Reform Act of 1982, and the Surface Freight Forwarder Deregulation Act of 1986. In the rail area, the ICC's authority encompasses the regulation of rates, mergers, acquisitions, construction, and abandonment of railway lines, and policy development associated with the Interstate Commerce Act, as amended by the Staggers Rail Act of 1980.

The bill includes an appropriation of \$41,373,000 for the salaries and expenses of the Interstate Commerce Commission, which is \$450,000 more than the House allowance and the same as the budget request. The bill also provides statutory authority allowing the Commission to credit up to \$5,500,000 in fees to the ICC appropriation for fiscal year 1992. The Committee expects fiscal year 1992 staffing allocations to be identical to those assumed in the budget request.

The Committee requests that the Chairman and commissioners assign a high-staffing priority to working cooperatively with State and local governments, the Rails-to-Trails Conservancy, and other groups interested in identifying abandoned railroad rights-of-way to be preserved as recreational trails.

The Committee is aware of concerns relating to the ICC's policies and practices for filing tariffs. Tariff filing is required by law. However, the Committee is concerned that changes in ICC procedures may have resulted in an undermining of that law, and that free and open competition may be limited because of inadequate filings. The Committee understands that the Senate committee of jurisdiction is looking into this question, and may be considering legislation in the near future. The Committee will monitor those reviews with interest, and will consider appropriate action in the future.

The Committee has no objection to the studies requested by the House Committee regarding the consolidation of field offices and

the consolidation of the ICC with the Federal Maritime Commission [FMC].

PAYMENTS FOR DIRECTED RAIL SERVICE

(LIMITATION ON OBLIGATIONS)

Appropriations, 1991	(\$475,000)
Budget estimate, 1992	(475,000)
House allowance	(475,000)
Committee recommendation	(475,000)

Under the provisions of 49 U.S.C. 11125, when a rail carrier is in such financial trouble that it becomes impossible to continue its operations, the Commission is empowered to direct and pay another carrier to move that carrier's traffic for a period of up to 60 days, which can be extended for an additional 180 days if cause exists. In certain cases, the Commission's use of this authority has not resulted in any cost to the Federal Government. However, there have been several instances where the use of this authority has resulted in a liability for payment to an operating carrier by the Federal Government.

The Committee provides an obligation limitation of \$475,000 for fiscal year 1991, even though no additional directed rail service is anticipated. In the event that such authority needs to be exercised by the Commission, proper and timely notification to Congress is required. The limitation is the same as the House allowance.

PANAMA CANAL COMMISSION

The Panama Canal Commission is an agency of the executive branch of the U.S. Government established by the Panama Canal Act of 1979 (93 Stat. 452; 22 U.S.C. 3601 et seq.), to carry out the responsibilities of the United States under the Panama Canal Treaty of 1977. The authority of the President of the United States with respect to the Commission is exercised through the Secretary of Defense and the Secretary of the Army. The Commission is supervised by a nine-member Board; five members are nationals of the United States and four are Panamanians. Board members who are U.S. nationals are appointed with the advice and consent of the Senate.

Under the terms of the treaty, the Commission manages, operates, and maintains the Canal, its complementary works, installations, and equipment, and provides for the orderly transit of vessels through the Canal. The Commission will perform these functions until the treaty terminates on December 31, 1999, when the Republic of Panama will assume full responsibility for the Canal.

PANAMA CANAL REVOLVING FUND

(ADMINISTRATIVE EXPENSES)

Appropriations, 1991	\$48,928,000
Budget estimate, 1992	49,503,000
House allowance	49,497,000
Committee recommendation	49,497,000

The Committee recommends an appropriation of \$49,497,000, the same as the House allowance. This account encompasses the following activities: executive direction, operations, financial management, personnel administration, and employment costs of a general nature which are not identifiable with other specific activities. Included in the latter activity are such items as reimbursement to the Department of Defense for education and hospital services, the Commission's share of employee health insurance premiums, et cetera.

LIMITATION ON OBLIGATIONS FOR OPERATING AND CAPITAL EXPENSES

Appropriations, 1991	\$519,000,000
Budget estimate, 1992	461,000,000
House allowance	519,000,000
Committee recommendation	500,000,000

The Committee has retained House bill language limiting obligations for nonadministrative and capital projects, and has provided a limitation of \$500,000,000.

Under the Panama Canal Act of 1979 (Public Law 96-70), the Commission is expected to be financially self-sufficient and to make certain payments to the Republic of Panama as specified in the Panama Canal Treaty of 1977.

DEPARTMENT OF THE TREASURY

REBATE OF ST. LAWRENCE SEAWAY TOLLS

(HARBOR MAINTENANCE TRUST FUND)

Appropriations, 1991	\$10,500,000
Budget estimate, 1992	10,703,000
House allowance	10,250,000
Committee recommendation	10,250,000

The Committee recommends \$10,250,000 for the rebate of tolls paid by those commercial vessels using the St. Lawrence Seaway. This payment is required under the Water Resources Development Act of 1986, Public Law 99-662.

Appropriations action is required for rebates to be made.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

INTEREST PAYMENTS

Appropriations, 1991	\$51,663,569
Budget estimate, 1992	51,663,569
House allowance	51,663,569
Committee recommendation	51,663,569

The full budget request of \$51,663,569 for the Federal share of the interest payments on the bonded indebtedness of the Washington Metropolitan Area Transit Authority is recommended. This is the same as the House allowance and the budget request.

The bond repayment agreement between the Department of Transportation and the Authority establishes an overall two-thirds Federal and one-third local cost sharing arrangement. However, for the interest payments due on July 1, 1979 through July 1, 1982 the Federal Government was authorized to fund up to 85 percent of the

cost. To the extent the Authority has utilized these additional Federal funds (up to 85 percent), repayment will be required no later than January 1993. Funding for the construction of the rail system is mentioned earlier in this report under the appropriation for the Urban Mass Transportation Administration.

TITLE III—GENERAL PROVISIONS

The Committee concurs with the general provisions that apply to the Department and agencies funded through this legislation in fiscal year 1992 as approved by the House in H.R. 2942, with the following deletions or changes. Other changes are explained under the account or agency affected by the general provision.

CHANGES, DELETIONS/REPLACEMENTS, NEW SECTIONS

SEC. 310. The Committee exempts intelligent vehicle-highway systems research and testing, and the magnetic levitation program from formula distribution. In addition, the minimum allocation program is removed from the Federal-aid highway obligation ceiling exemption.

SEC. 312. The Committee provides \$850,000 for necessary expenses of advisory committees.

SEC. 325. The Committee strikes the bill language on the Westside, Portland, OR, light rail project.

SEC. 328. The Committee strikes the allocation of \$2,000,000 for a St. Louis, MO, multimodal transportation center, and inserts language that directs the Coast Guard to provide quarterly reports on all major acquisition projects.

SEC. 330. The Committee strikes bill language which directs a letter of no prejudice and letter of intent for the South Boston Piers Transitway.

SEC. 331. The bill directs the Secretary to prepare and implement a plan for providing slots at O'Hare International Airport to essential air service providers.

SEC. 332. Bill language allows FAA to increase the amount of an airport improvement grant for Ames, IA.

SEC. 333. Bill language allows the sale of Atlantic City International Airport to proceed.

SEC. 334. A technical legislative change that allows soundproofing of public/private buildings using airport improvement grant funds.

SEC. 335. Bill language that allows combination airplanes (passenger/cargo) to operate in Alaska until FAA has done a study.

SEC. 336. Bill language that allows the Secretary to enter into a sole source contract with the Puerto Rico Ports Authority for the construction of an air traffic control tower.

SEC. 337. Bill language that allows the Niagara Frontier Transportation Authority to provide bus services in conjunction with the 1993 World University Games.

SEC. 338. The Secretary is authorized to use New York State's transit capital funds to conduct a study on the feasibility of additional air-conditioning at Pennsylvania Station in New York City.

SEC. 339. The bill language allows the use of up to \$5,000,000 of the District of Columbia's interstate transfer highway funds to be allowed for a parking garage at the Washington, DC, Union Station.

SEC. 340. The provision allows a career civil servant to serve as the Department's chief financial officer.

SEC. 341. Directs the Secretary to issue a notice of proposed rule-making on the banning of radar detectors in commercial motor vehicles.

SEC. 342. Exempts certain rail line that have been unused for 2 years in North Dakota from the 350-mile abandonment cap in place for that State.

SEC. 343. The bill language allows the FAA and Nashville International Airport to use airport improvement formula grant funds to relocate an ASR-9 radar and to purchase a temporary VORTAC system.

SEC. 344. Directs the Secretary to conduct a noise impact study covering New York and Connecticut.

SEC. 345. Directs the Secretary to issue regulations on the ability of airports to conduct criminal background checks for security purposes.

SEC. 346. Includes language on drug testing in the transit industry.

SEC. 347. This provision prohibits further consolidation of flight service stations for a period of 12 months following the submission of a new flight service station auxiliary plan.

SEC. 348. Directs the Secretary to advance highway emergency relief funding to the State of Washington to repair the I-90 bridge.

SEC. 349. This provision extends the nonaddition rule to the Hawaii aviation markets by limiting the number of State 2 aircraft to those currently serving the State of Hawaii.

Title IV of the House bill on aging aircraft is deleted.

TITLE IV—OMNIBUS TRANSPORTATION EMPLOYEE TESTING

The Committee has included a title IV to the bill which requires drug and alcohol testing of safety-sensitive employees in the aviation, rail, truck, bus, and mass transit sectors. It requires four types of testing: postaccident, pre-employment, random, and reasonable suspicion testing. Periodic testing (testing done at the time of a physical) would not be mandatory but is allowed. Testing would be conducted according to Department of Health and Human Services guidelines to protect employee rights and ensure the accuracy of tests. Initial screening tests must be followed up by highly reliable confirmatory tests at laboratories that meet rigorous certification standards.

This amendment is necessary since the Department of Transportation does not now have authority for mass transit worker testing and has not mandated alcohol testing for other transportation workers. In addition, while the Department issued drug testing rules in November 1988, testing should be in law, and not be subject to changes in administrations.

This amendment is identical to S. 676, the Omnibus Transportation Employee Testing Act of 1991, which was passed by the Senate on May 20, 1991, and also was included on the Senate floor as an amendment to S. 1204, the Surface Transportation Efficiency Act. S. 676 was introduced by Senator Hollings on March 14, 1991, along with Senator Danforth and 23 other cosponsors. The Senate has passed this legislation a total of 11 times since 1987.

COMPLIANCE WITH PARAGRAPH 7, RULE XVI, OF THE STANDING RULES OF THE SENATE

Paragraph 7 of rule XVI requires that Committee reports on general appropriations bills identify each Committee amendment to the House bill "which proposes an item of appropriation which is not made to carry out the provisions of an existing law, a treaty stipulation, or an act or resolution previously passed by the Senate during that session."

The Committee recommends, in its amendments to H.R. 2942, appropriations for certain highway projects in the Federal Highway Administration, certain programs of the U.S. Coast Guard, certain programs in the Research and Special Programs Administration, certain programs of the Federal Railroad Administration and Amtrak, for which authorizations for fiscal 1992 have not passed the Senate this session, or which lack enacted authorization.

COMPLIANCE WITH PARAGRAPH 12, RULE XXVI OF THE STANDING RULES OF THE SENATE

Paragraph 12 of rule XXVI requires that Committee reports on a bill or joint resolution repealing or amending any statute or part of any statute include "(a) the text of the statute or part thereof which is proposed to be repealed; and (b) a comparative print of that part of the bill or joint resolution making the amendment and of the statute or part thereof proposed to be amended, showing by stricken-through type and italics, parallel columns, or other appropriate typographical devices the omissions and insertions which would be made by the bill or joint resolution if enacted in the form recommended by the committee."

In compliance with this rule, the following changes in existing law proposed to be made by the bill are shown as follows: existing law to be omitted is enclosed in black brackets; new matter is printed in italic; and existing law in which no change is proposed is shown in roman.

Section 141(a) and 154(f) of title 23, United States Code is amended as follows:

NATIONAL 55 MPH SPEED LIMIT ENFORCEMENT PENALTIES.—Notwithstanding sections 141(a) and 154 of title 23, United State Code, none of the funds in this or any previous or subsequent Act shall be used for the purpose of reducing or reserving any portion of a State's apportionment of Federal-aid highway funds as required by section 154(f) of title 23, United States Code, for reason of noncompliance with the criteria of that subsection during fiscal year 1990. The Secretary shall promptly restore any appointments which, prior to enactment of this Act, were reduced or re-

served from obligation for reason of noncompliance under section 154(f) during said fiscal year.

REVOCATION OR SUSPENSION OF DRIVERS' LICENSES OF INDIVIDUALS CONVICTED OF DRUG OFFENSES.

(a) *IN GENERAL.*—Chapter 1 of title 23, United States Code, is amended by adding at the end the following new section:

“§ 159. Revocation or suspension of drivers' licenses of individuals convicted of drug offenses

“(a) WITHHOLDING OF APPORTIONMENTS FOR NONCOMPLIANCE.—

“(1) AFTER SECOND CALENDAR YEAR.—For each fiscal year the Secretary shall withhold 5 percent of the amount required to be apportioned to any State under each of paragraphs (1), (2), (5), and (6) of section 104(b) on the first day of each fiscal year which begins after the second calendar year following the effective date of this section if the State does not meet the requirements of paragraph (3) on such date.

“(2) AFTER FOURTH CALENDAR YEAR.—The Secretary shall withhold 10 percent (including any amounts withheld under paragraph (1)) of the amount required to be apportioned to any State under each of paragraphs (1), (2), (5), and (6) of section 104(b) on the first day of each fiscal year which begins after the fourth calendar year following the effective date of this section if the State does not meet the requirements of paragraph (3) on the first day of such fiscal year.

“(3) REQUIREMENTS.—A State meets the requirements of this paragraph if—

“(A) the State has enacted and is enforcing a law that requires in all circumstances, or requires in the absence of compelling circumstances warranting an exception—

“(i) the revocation, or suspension for at least 6 months, of the driver's license of any individual who is convicted, after the enactment of such law, of—

“(I) any violation of the Controlled Substances Act, or

“(II) any drug offense, and

“(ii) a delay in the issuance or reinstatement of a driver's license to such an individual for at least 6 months after the individual applies for the issuance or reinstatement of a driver's license if the individual does not have a driver's license, or the driver's license of the individual is suspended, at the time the individual is so convicted; or

“(B) the Governor of the State—

“(i) submits to the Secretary no earlier than the adjournment sine die of the first regularly

scheduled session of the State's legislature which begins after the effective date of this section a written certification stating that the Governor is opposed to the enactment or enforcement in the State of a law described in subparagraph (A), relating to the revocation, suspension, issuance, or reinstatement of driver's licenses to convicted drug offenders; and

"(ii) submits to the Secretary a written certification that the legislature (including both Houses where applicable) has adopted a resolution expressing its opposition to a law described in clause (i).

"(b) PERIOD OF AVAILABILITY; EFFECT OF COMPLIANCE AND NONCOMPLIANCE.—

"(1) PERIOD OF AVAILABILITY OF WITHHELD FUNDS.—

"(A) FUNDS WITHHELD ON OR BEFORE SEPTEMBER 30, 1995.—Any funds withheld under subsection (a) from apportionment to any State on or before September 30, 1995, shall remain available for apportionment to such State as follows:

"(i) If such funds would have been apportioned under section 104(b)(5)(A) but for this section, such funds shall remain available until the end of the fiscal year for which such funds are authorized to be appropriated.

"(ii) If such funds would have been apportioned under section 104(b)(5)(B) but for this section, such funds shall remain available until the end of the second fiscal year following the fiscal year for which such funds are authorized to be appropriated.

"(iii) If such funds would have been apportioned under paragraph (1), (2), or (6) of section 104(b) but for this section, such funds shall remain available until the end of the third fiscal year following the fiscal year for which such funds are authorized to be appropriated.

"(B) FUNDS WITHHELD AFTER SEPTEMBER 30, 1995.—No funds withheld under this section from apportionment to any State after September 30, 1995, shall be available for apportionment to such State.

"(2) APPORTIONMENT OF WITHHELD FUNDS AFTER COMPLIANCE.—If, before the last day of the period for which funds withheld under subsection (a) from apportionment are to remain available for apportionment to a State under paragraph (1), the State meets the requirements of subsection (a)(3), the Secretary shall, on the first day on which the State meets the requirements of subsection (a)(3), apportion to the State the funds withheld under subsection (a) that remain available for apportionment to the State.

"(3) PERIOD OF AVAILABILITY OF SUBSEQUENTLY APPORTIONED FUNDS.—Any funds apportioned pursuant to paragraph (2) shall remain available for expenditure as follows:

"(A) Funds which would have been originally apportioned under section 104(b)(5)(A) shall remain available until the end of the fiscal year succeeding the fiscal year in which such funds are apportioned under paragraph (2).

"(B) Funds which would have been originally apportioned under paragraph (1), (2), (5)(B), or (6) of section 104(b) shall remain available until the end of the third fiscal year succeeding the fiscal year in which such funds are so apportioned.

Sums not obligated at the end of such period shall lapse or, in the case of funds apportioned under section 104(b)(5), shall lapse and be made available by the Secretary for projects in accordance with section 118(b).

"(4) EFFECT OF NONCOMPLIANCE.—If, at the end of the period for which funds withheld under subsection (a) from apportionment are available for apportionment to a State under paragraph (1), the State does not meet the requirements of subsection (a)(3), such funds shall lapse or, in the case of funds withheld from apportionment under section 104(b)(5), such funds shall lapse and be made available by the Secretary for projects in accordance with section 118(b).

"(c) DEFINITIONS.—For purposes of this section—

"(1) **DRIVER'S LICENSE.**—The term 'driver's license' means a license issued by a State to any individual that authorizes the individual to operate a motor vehicle on highways.

"(2) **DRUG OFFENSE.**—The term 'drug offense' means any criminal offense which proscribes—

"(A) the possession, distribution, manufacture, cultivation, sale, transfer, or the attempt or conspiracy to possess, distribute, manufacture, cultivate, sell, or transfer any substance the possession of which is prohibited under the Controlled Substances Act; or

"(B) the operation of a motor vehicle under the influence of such a substance.

"(3) **CONVICTED.**—The term 'convicted' includes adjudicated under juvenile proceedings."

(b) CONFORMING AMENDMENT TO CHAPTER ANALYSIS.—The analysis for chapter 1 of such title is amended by striking the item relating to section 159 and inserting the following:

"159. Revocation or suspension of drivers' licenses of individuals convicted of drug offenses."

(c) REPEAL OF FORMER PROVISION.—Section 333 of the Department of Transportation and Related Agencies Appropriations Act, 1991 (104 Stat. 2184-2186) is repealed.

(d) *TREATMENT OF AMENDMENTS MADE BY FORMER PROVISION.*—The amendments made by section 333 of the Department of Transportation and Related Agencies Appropriations Act, 1991 (104 Stat. 2184-2186) shall be treated as having not been enacted into law.

(e) *EFFECTIVE DATE.*—The amendments made by subsection (a) of this section shall take effect November 5, 1990.

Section 104(c)(3) of the Aviation Safety and Noise Abatement Act of 1979 is amended as follows:

Section 104(c)(3) of the Aviation Safety and Noise Abatement Act of 1979 (49 U.S.C. 2104(c) (3)) is amended by deleting the word "public" before the word "building."

Section 901 of title 31, United States Code, is amended as follows:

Section 901 of title 31, United States Code, is amended by inserting the following before the semicolon at the end of subsection (a)(1)(B): "; except that in the case of the Department of Transportation, the official who serves as Assistant Secretary for Administration may be designated."

Section 402 of Public Law 97-102 is amended as follows:

Section 402 of Public Law 97-102 is amended by inserting immediately before the colon, a comma and the following: "except that exempt abandonments and discontinuances that are effectuated pursuant to section 1152.50 of title 49 of the Code of Federal Regulations shall not apply toward such 350-mile limit".

Section 9308(d) of the Omnibus Budget Reconciliation Act of 1990, Public Law 101-508, delete the period and insert the following:

: Provided, however, no air carrier may operate within the State of Hawaii a greater number of Stage 2 aircraft weighing more than 75,000 pounds, than were operated, owned, or leased, by such air carrier as of the date of enactment of this Act. With respect to operations within the State of Hawaii, this subsection shall apply only to those air carriers operating turnaround service with aircraft weighing more than 75,000 pounds within the State of Hawaii as of the date of enactment of this Act and these same limitations shall also apply to air transportation to and from the State of Hawaii.

TITLE IV—OMNIBUS TRANSPORTATION EMPLOYEE TESTING

SHORT TITLE

SEC. 1. This title may be cited as the "Omnibus Transportation Employee Testing Act of 1991".

FINDINGS

SEC. 2. The Congress finds that—

(1) alcohol abuse and illegal drug use pose significant dangers to the safety and welfare of the Nation;

(2) millions of the Nation's citizens utilize transportation by aircraft, railroads, trucks, and buses, and depend on the operators of aircraft, trains, trucks, and buses to perform in a safe and responsible manner;

(3) the greatest efforts must be expended to eliminate the abuse of alcohol and use of illegal drugs, whether on duty or off duty, by those individuals who are involved in the operation of aircraft, trains, trucks, and buses;

(4) the use of alcohol and illegal drugs has been demonstrated to affect significantly the performance of individuals, and has been proven to have been a critical factor in transportation accidents;

(5) the testing of uniformed personnel of the Armed Forces has shown that the most effective deterrent to abuse of alcohol and use of illegal drugs is increased testing, including random testing;

(6) adequate safeguards can be implemented to ensure that testing for abuse of alcohol or use of illegal drugs is performed in a manner which protects an individual's right of privacy, ensures that no individual is harassed by being treated differently from other individuals, and ensures that no individual's reputation or career development is unduly threatened or harmed; and

(7) rehabilitation is a critical component of any testing program for abuse of alcohol or use of illegal drugs, and should be made available to individuals, as appropriate.

TESTING TO ENHANCE AVIATION SAFETY

SEC. 3. (a) Title VI of the Federal Aviation Act of 1958 (49 App. U.S.C. 1421 et seq.) is amended by adding at the end thereof the following:

"§ 614. Alcohol and controlled substances testing

"(a) TESTING PROGRAM.—

"(1) PROGRAM FOR EMPLOYEES OF CARRIERS.—The Administrator shall, in the interest of aviation safety, prescribe regulations within 12 months after the date of enactment of this section. Such regulations shall establish a program which requires air carriers and foreign air carriers to conduct preemployment, reasonable suspicion, random, and post-accident testing of airmen, crewmembers, airport security screening contract personnel, and other air carrier employees responsible for safety-sensitive functions (as determined by the Administrator) for use, in violation of law or Federal regulation, of alcohol or a controlled substance. The Administrator may also prescribe regulations, as the Administrator considers appropriate in the interest of safety, for

the conduct of periodic recurring testing of such employees for such use in violation of law or Federal regulation.

"(2) **PROGRAM FOR FAA EMPLOYEES.**—The Administrator shall establish a program applicable to employees of the Federal Aviation Administration whose duties include responsibility for safety-sensitive functions. Such program shall provide for preemployment, reasonable suspicion, random, and post-accident testing for use, in violation of law or Federal regulation, of alcohol or a controlled substance. The Administrator may also prescribe regulations, as the Administrator considers appropriate in the interest of safety, for the conduct of periodic recurring testing of such employees for such use in violation of law or Federal regulation.

"(3) **SUSPENSION; REVOCATION; DISQUALIFICATION; DISMISSAL.**—In prescribing regulations under the programs required by this subsection, the Administrator shall require, as the Administrator considers appropriate, the suspension or revocation of any certificate issued to such an individual, or the disqualification or dismissal of any such individual, in accordance with the provisions of this section, in any instance where a test conducted and confirmed under this section indicates that such individual has used, in violation of law or Federal regulation, alcohol or a controlled substance.

"(b) **PROHIBITION ON SERVICE.**—

"(1) **PROHIBITED ACT.**—It is unlawful for a person to use, in violation of law or Federal regulation, alcohol or a controlled substance after the date of enactment of this section and serve as an airman, crewmember, airport security screening contract personnel, air carrier employee responsible for safety-sensitive functions (as determined by the Administrator), or employee of the Federal Aviation Administration with responsibility for safety-sensitive functions.

"(2) **EFFECT OF REHABILITATION.**—No individual who is determined to have used, in violation of law or Federal regulation, alcohol or a controlled substance after the date of enactment of this section shall serve as an airman, crewmember, airport security screening contract personnel, air carrier employee responsible for safety-sensitive functions (as determined by the Administrator), or employee of the Federal Aviation Administration with responsibility for safety-sensitive functions unless such individual has completed a program of rehabilitation described in subsection (c) of this section.

"(3) **PERFORMANCE OF PRIOR DUTIES PROHIBITED.**—Any such individual determined by the Administrator to have used, in violation of law or Federal regulation, alcohol or a controlled substance after the date of enactment of this section who—

"(A) engaged in such use while on duty;

"(B) prior to such use had undertaken or completed a rehabilitation program described in subsection (c);

"(C) following such determination refuses to undertake such a rehabilitation program; or

"(D) following such determination fails to complete such a rehabilitation program,
shall not be permitted to perform the duties relating to air transportation which such individual performed prior to the date of such determination.

"(c) PROGRAM FOR REHABILITATION.—

"(1) PROGRAM FOR EMPLOYEES OF CARRIERS.—The Administrator shall prescribe regulations setting forth requirements for rehabilitation programs which at a minimum provide for the identification and opportunity for treatment of employees referred to in subsection (a)(1) in need of assistance in resolving problems with the use, in violation of law or Federal regulation, of alcohol or controlled substances. Each air carrier and foreign air carrier is encouraged to make such a program available to all of its employees in addition to those employees referred to in subsection (a)(1). The Administrator shall determine the circumstances under which such employees shall be required to participate in such a program. Nothing in this subsection shall preclude any air carrier or foreign air carrier from establishing a program under this subsection in cooperation with any other air carrier or foreign air carrier.

"(2) PROGRAM FOR FAA EMPLOYEES.—The Administrator shall establish and maintain a rehabilitation program which at a minimum provides for the identification and opportunity for treatment of those employees of the Federal Aviation Administration whose duties include responsibility for safety-sensitive functions who are in need of assistance in resolving problems with the use of alcohol or controlled substances.

"(d) PROCEDURES FOR TESTING.—In establishing the program required under subsection (a), the Administrator shall develop requirements which shall—

"(1) promote, to the maximum extent practicable, individual privacy in the collection of specimen samples;

"(2) with respect to laboratories and testing procedures for controlled substances, incorporate the Department of Health and Human Services scientific and technical guidelines dated April 11, 1988, and any subsequent amendments thereto, including mandatory guidelines which—

"(A) establish comprehensive standards for all aspects of laboratory controlled substances testing and laboratory procedures to be applied in carrying out this section, including standards which require the use of the best available technology for ensuring the full reliability and accuracy of controlled substances tests and strict procedures governing

the chain of custody of specimen samples collected for controlled substances testing;

"(B) establish the minimum list of controlled substances for which individuals may be tested; and

"(C) establish appropriate standards and procedures for periodic review of laboratories and criteria for certification and revocation of certification of laboratories to perform controlled substances testing in carrying out this section;

"(3) require that all laboratories involved in the controlled substances testing of any individual under this section shall have the capability and facility, at such laboratory, of performing screening and confirmation tests;

"(4) provide that all tests which indicate the use, in violation of law or Federal regulation, of alcohol or a controlled substance by any individual shall be confirmed by a scientifically recognized method of testing capable of providing quantitative data regarding alcohol or a controlled substance;

"(5) provide that each specimen sample be subdivided, secured, and labelled in the presence of the tested individual and that a portion thereof be retained in a secure manner to prevent the possibility of tampering, so that in the event the individual's confirmation test results are positive the individual has an opportunity to have the retained portion assayed by a confirmation test done independently at a second certified laboratory if the individual requests the independent test within 3 days after being advised of the results of the confirmation test;

"(6) ensure appropriate safeguards for testing to detect and quantify alcohol in breath and body fluid samples, including urine and blood, through the development of regulations as may be necessary and in consultation with the Department of Health and Human Services;

"(7) provide for the confidentiality of test results and medical information (other than information relating to alcohol or a controlled substance) of employees, except that the provisions of this paragraph shall not preclude the use of test results for the orderly imposition of appropriate sanctions under this section; and

"(8) ensure that employees are selected for tests by nondiscriminatory and impartial methods, so that no employee is harassed by being treated differently from other employees in similar circumstances.

"(e) EFFECT ON OTHER LAWS AND REGULATIONS.—

"(1) STATE AND LOCAL LAW AND REGULATIONS.—No State or local government shall adopt or have in effect any law, rule, regulation, ordinance, standard, or order that is inconsistent with the regulations promulgated under this section, except that the regulations promul-

gated under this section shall not be construed to preempt provisions of State criminal law which impose sanctions for reckless conduct leading to actual loss of life, injury, or damage to property, whether the provisions apply specifically to employees of an air carrier or foreign air carrier, or to the general public.

"(2) OTHER REGULATIONS ISSUED BY ADMINISTRATOR.—Nothing in this section shall be construed to restrict the discretion of the Administrator to continue in force, amend, or further supplement any regulations issued before the date of enactment of this section that govern the use of alcohol and controlled substances by airmen, crewmembers, airport security screening contract personnel, air carrier employees responsible for safety-sensitive functions (as determined by the Administrator), or employees of the Federal Aviation Administration with responsibility for safety-sensitive functions.

"(3) INTERNATIONAL OBLIGATIONS.—In prescribing regulations under this section, the Administrator shall only establish requirements applicable to foreign air carriers that are consistent with the international obligations of the United States, and the Administrator shall take into consideration any applicable laws and regulations of foreign countries. The Secretary of State and the Secretary of Transportation, jointly, shall call on the member countries of the International Civil Aviation Organization to strengthen and enforce existing standards to prohibit the use, in violation of law or Federal regulation, of alcohol or a controlled substance by crew members in international civil aviation.

"(f) DEFINITION.—For the purposes of this section, the term 'controlled substance' means any substance under section 102(6) of the Controlled Substances Act (21 U.S.C. 802(6)) specified by the Administrator."

(b) That portion of the table of contents of the Federal Aviation Act of 1958 relating to title VI is amended by adding at the end thereof the following:

"Sec. 614. Alcohol and controlled substances testing.

"(a) Testing program.

"(b) Prohibition on service.

"(c) Program for rehabilitation.

"(d) Procedures.

"(e) Effect on other laws and regulations.

"(f) Definition."

TESTING TO ENHANCE RAILROAD SAFETY

SEC. 4. Section 202 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 431) is amended by adding at the end thereof the following:

"(r)(1) In the interest of safety, the Secretary shall, within twelve months after the date of enactment of this subsection, issue rules, regulations, standards, and orders relating to alcohol and drug use in railroad op-

erations. Such regulations shall establish a program which—

“(A) requires railroads to conduct preemployment, reasonable suspicion, random, and post-accident testing of all railroad employees responsible for safety-sensitive functions (as determined by the Secretary) for use, in violation of law or Federal regulation, of alcohol or a controlled substance;

“(B) requires, as the Secretary considers appropriate, disqualification for an established period of time or dismissal of any employee determined to have used or to have been impaired by alcohol while on duty; and

“(C) requires, as the Secretary considers appropriate, disqualification for an established period of time or dismissal of any employee determined to have used a controlled substance, whether on duty or not on duty, except as permitted for medical purposes by law and any rules, regulations, standards, or orders issued under this title.

The Secretary may also issue rules, regulations, standards, and orders, as the Secretary considers appropriate in the interest of safety, requiring railroads to conduct periodic recurring testing of railroad employees responsible for such safety sensitive functions, for use of alcohol or a controlled substance in violation of law or Federal regulation. Nothing in this subsection shall be construed to restrict the discretion of the Secretary to continue in force, amend, or further supplement any rules, regulations, standards, and orders governing the use of alcohol and controlled substances in railroad operations issued before the date of enactment of this subsection.

“(2) In carrying out the provisions of this subsection, the Secretary shall develop requirements which shall—

“(A) promote, to the maximum extent practicable, individual privacy in the collection of specimen samples;

“(B) with respect to laboratories and testing procedures for controlled substances, incorporate the Department of Health and Human Services scientific and technical guidelines dated April 11, 1988, and any subsequent amendments thereto, including mandatory guidelines which—

“(i) establish comprehensive standards for all aspects of laboratory controlled substances testing and laboratory procedures to be applied in carrying out this subsection, including standards which require the use of the best available technology for ensuring the full reliability and accuracy of controlled substances tests and strict procedures governing the chain of custody of specimen samples collected for controlled substances testing;

"(ii) establish the minimum list of controlled substances for which individuals may be tested; and

"(iii) establish appropriate standards and procedures for periodic review of laboratories and criteria for certification and revocation of certification of laboratories to perform controlled substances testing in carrying out this subsection;

"(C) require that all laboratories involved in the controlled substances testing of any employee under this subsection shall have the capability and facility, at such laboratory, of performing screening and confirmation tests;

"(D) provide that all tests which indicate the use, in violation of law or Federal regulation, of alcohol or a controlled substance by any employee shall be confirmed by a scientifically recognized method of testing capable of providing quantitative data regarding alcohol or a controlled substance;

"(E) provide that each specimen sample be subdivided, secured, and labelled in the presence of the tested individual and that a portion thereof be retained in a secure manner to prevent the possibility of tampering, so that in the event the individual's confirmation test results are positive the individual has an opportunity to have the retained portion assayed by a confirmation test done independently at a second certified laboratory if the individual requests the independent test within 3 days after being advised of the results of the confirmation test;

"(F) ensure appropriate safeguards for testing to detect and quantify alcohol in breath and body fluid samples, including urine and blood, through the development of regulations as may be necessary and in consultation with the Department of Health and Human Services;

"(G) provide for the confidentiality of test results and medical information (other than information relating to alcohol or a controlled substance) of employees, except that the provisions of this subparagraph shall not preclude the use of test results for the orderly imposition of appropriate sanctions under this subsection; and

"(H) ensure that employees are selected for tests by nondiscriminatory and impartial methods, so that no employee is harassed by being treated differently from other employees in similar circumstances.

"(3) The Secretary shall issue rules, regulations, standards, or orders setting forth requirements for rehabilitation programs which at a minimum provide for

the identification and opportunity for treatment of railroad employees responsible for safety-sensitive functions (as determined by the Secretary) in need of assistance in resolving problems with the use, in violation of law or Federal regulation, of alcohol or a controlled substance. Each railroad is encouraged to make such a program available to all of its employees in addition to those employees responsible for safety sensitive functions. The Secretary shall determine the circumstances under which such employees shall be required to participate in such program. Nothing in this paragraph shall preclude a railroad from establishing a program under this paragraph in cooperation with any other railroad.

"(4) In carrying out the provisions of this subsection, the Secretary shall only establish requirements that are consistent with the international obligations of the United States, and the Secretary shall take into consideration any applicable laws and regulations of foreign countries.

"(5) For the purposes of this subsection, the term 'controlled substance' means any substance under section 102(6) of the Controlled Substances Act (21 U.S.C. 802(6)) specified by the Secretary."

TESTING TO ENHANCE MOTOR CARRIER SAFETY

SEC. 5. (a)(1) The Commercial Motor Vehicle Safety Act of 1986 (49 App. U.S.C. 2701 et seq.) is amended by adding at the end the following new section:

h'S 12020. Alcohol and controlled substances testing

"(a) REGULATIONS.—The Secretary shall, in the interest of commercial motor vehicle safety, issue regulations within twelve months after the date of enactment of this section. Such regulations shall establish a program which requires motor carriers to conduct preemployment, reasonable suspicion, random, and post-accident testing of the operators of commercial motor vehicles for use, in violation of law or Federal regulation, of alcohol or a controlled substance. The Secretary may also issue regulations, as the Secretary considers appropriate in the interest of safety, for the conduct of periodic recurring testing of such operators for such use in violation of law or Federal regulation.

"(b) TESTING.—

"(1) POST-ACCIDENT TESTING.—In issuing such regulations, the Secretary shall require that post-accident testing of the operator of a commercial motor vehicle be conducted in the case of any accident involving a commercial motor vehicle in which occurs loss of human life, or, as determined by the Secretary, other serious accidents involving bodily injury or significant property damage.

"(2) **TESTING AS PART OF MEDICAL EXAMINATION.**—Nothing in subsection (a) of this section shall preclude the Secretary from providing in such regulations that such testing be conducted as part of the medical examination required by subpart E of part 391 of title 49, Code of Federal Regulations, with respect to those operators of commercial motor vehicles to whom such part is applicable.

"(c) **PROGRAM FOR REHABILITATION.**—The Secretary shall issue regulations setting forth requirements for rehabilitation programs which provide for the identification and opportunity for treatment of operators of commercial motor vehicles who are determined to have used, in violation of law or Federal regulation, alcohol or a controlled substance. The Secretary shall determine the circumstances under which such operators shall be required to participate in such program. Nothing in this subsection shall preclude a motor carrier from establishing a program under this subsection in cooperation with any other motor carrier.

"(d) **PROCEDURES FOR TESTING.**—In establishing the program required under subsection (a) of this section, the Secretary shall develop requirements which shall—

"(1) promote, to the maximum extent practicable, individual privacy in the collection of specimen samples;

"(2) with respect to laboratories and testing procedures for controlled substances, incorporate the Department of Health and Human Services scientific and technical guidelines dated April 11, 1988, and any subsequent amendments thereto, including mandatory guidelines which—

"(A) establish comprehensive standards for all aspects of laboratory controlled substances testing and laboratory procedures to be applied in carrying out this section, including standards which require the use of the best available technology for ensuring the full reliability and accuracy of controlled substances tests and strict procedures governing the chain of custody of specimen samples collected for controlled substances testing;

"(B) establish the minimum list of controlled substances for which individuals may be tested; and

"(C) establish appropriate standards and procedures for periodic review of laboratories and criteria for certification and revocation of certification of laboratories to perform controlled substances testing in carrying out this section;

"(3) require that all laboratories involved in the testing of any individual under this section shall have the capability and facility, at such laboratory, of performing screening and confirmation tests;

"(4) provide that all tests which indicate the use, in violation of law or Federal regulation, of alcohol or a controlled substance by any individual shall be con-

firmed by a scientifically recognized method of testing capable of providing quantitative data regarding alcohol or a controlled substance;

"(5) provide that each specimen sample be subdivided, secured, and labelled in the presence of the tested individual and that a portion thereof be retained in a secure manner to prevent the possibility of tampering, so that in the event the individual's confirmation test results are positive the individual has an opportunity to have the retained portion assayed by a confirmation test done independently at a second certified laboratory if the individual requests the independent test within 3 days after being advised of the results of the confirmation test;

"(6) ensure appropriate safeguards for testing to detect and quantify alcohol in breath and body fluid samples, including urine and blood, through the development of regulations as may be necessary and in consultation with the Department of Health and Human Services;

"(7) provide for the confidentiality of test results and medical information (other than information relating to alcohol or a controlled substance) of employees, except that the provisions of this paragraph shall not preclude the use of test results for the orderly imposition of appropriate sanctions under this section; and

"(8) ensure that employees are selected for tests by nondiscriminatory and impartial methods, so that no employee is harassed by being treated differently from other employees in similar circumstances.

"(e) EFFECT ON OTHER LAWS AND REGULATIONS.—

"(1) STATE AND LOCAL LAW AND REGULATIONS.—No State or local government shall adopt or have in effect any law, rule, regulation, ordinance, standard, or order that is inconsistent with the regulations issued under this section, except that the regulations issued under this section shall not be construed to preempt provisions of State criminal law which impose sanctions for reckless conduct leading to actual loss of life, injury, or damage to property, whether the provisions apply specifically to commercial motor vehicle employees, or to the general public.

"(2) OTHER REGULATIONS ISSUED BY SECRETARY.—Nothing in this section shall be construed to restrict the discretion of the Secretary to continue in force, amend, or further supplement any regulations governing the use of alcohol or controlled substances by commercial motor vehicle employees issued before the date of enactment of this section.

"(3) INTERNATIONAL OBLIGATIONS.—In issuing regulations under this section, the Secretary shall only establish requirements that are consistent with the international obligations of the United States, and the Secre-

tary shall take into consideration any applicable laws and regulations of foreign countries.

"(f) APPLICATION OF PENALTIES.—

"(1) EFFECT ON OTHER PENALTIES.—Nothing in this section shall be construed to supersede any penalty applicable to the operator of a commercial motor vehicle under this title or any other provision of law.

"(2) DETERMINATION OF SANCTIONS.—The Secretary shall determine appropriate sanctions for commercial motor vehicle operators who are determined, as a result of tests conducted and confirmed under this section, to have used, in violation of law or Federal regulation, alcohol or a controlled substance but are not under the influence of alcohol or a controlled substance, as provided in this title.

"(g) DEFINITION.—For the purposes of this section, the term 'controlled substance' means any substance under section 102(6) of the Controlled Substances Act (21 U.S.C. 802(6)) specified by the Secretary."

(2) The table of contents of the Commercial Motor Vehicle Safety Act of 1986 (Public Law 99-570; 100 Stat. 5223) is amended by adding at the end thereof the following:

"Sec. 12020. Alcohol and controlled substances testing."

(b)(1) The Secretary of Transportation shall design within nine months after the date of enactment of this Act, and implement within fifteen months after the date of enactment of this Act, a pilot test program for the purpose of testing the operators of commercial motor vehicles on a random basis to determine whether an operator has used, in violation of law or Federal regulation, alcohol or a controlled substance. The pilot test program shall be administered as part of the Motor Carrier Safety Assistance Program.

(2) The Secretary shall solicit the participation of States which are interested in participating in such program and shall select four States to participate in the program.

(3) The Secretary shall ensure that the States selected pursuant to this subsection are representative of varying geographical and population characteristics of the Nation and that the selection takes into consideration the historical geographical incidence of commercial motor vehicle accidents involving loss of human life.

(4) The pilot program authorized by this subsection shall continue for a period of one year. The Secretary shall consider alternative methodologies for implementing a system of random testing of operators of commercial motor vehicles.

(5) Not later than thirty months after the date of enactment of this Act, the Secretary shall prepare and submit to the Congress a comprehensive report setting forth the results of the pilot program conducted under this subsection. Such report shall include any recommendations of the Secretary concerning the desirability and implementation of a

system for the random testing of operators of commercial motor vehicles.

(6) For purposes of carrying out this subsection, there shall be available to the Secretary \$5,000,000 from funds made available to carry out section 404 of the Surface Transportation Assistance Act of 1982 (49 App. U.S.C. 2304) for fiscal year 1992.

(7) For purposes of this subsection, the term "commercial motor vehicle" shall have the meaning given to such term in section 12019(6) of the Commercial Motor Vehicle Safety Act of 1986 (49 App. U.S.C. 2716(6)).

TESTING TO ENHANCE MASS TRANSPORTATION SAFETY

SEC. 6. (a) As used in this section, the term—

(1) "controlled substance" means any substance under section 102(6) of the Controlled Substances Act (21 U.S.C. 802(6)) whose use the Secretary has determined has a risk to transportation safety;

(2) "person" includes any corporation, partnership, joint venture, association, or other entity organized or existing under the laws of the United States, or any State, territory, district, or possession thereof, or of any foreign country;

(3) "Secretary" means the Secretary of Transportation; and

(4) "mass transportation" means all forms of mass transportation except those forms that the Secretary determines are covered adequately, for purposes of employee drug and alcohol testing, by either the Federal Railroad Safety Act of 1970 (45 U.S.C. 431 et seq.) or the Commercial Motor Vehicle Safety Act of 1986 (49 App. U.S.C. 2701 et seq.).

(b)(1) The Secretary shall, in the interest of mass transportation safety, issue regulations within twelve months after the date of enactment of this Act. Such regulations shall establish a program which requires mass transportation operations which are recipients of Federal financial assistance under section 3, 9, or 18 of the Urban Mass Transportation Act of 1964 (49 App. U.S.C. 1602, 1607a, or 1614) or section 103(e)(4) of title 23, United States Code, to conduct preemployment, reasonable suspicion, random, and post-accident testing of mass transportation employees responsible for safety-sensitive functions (as determined by the Secretary) for use, in violation of law or Federal regulation, of alcohol or a controlled substance. The Secretary may also issue regulations, as the Secretary considers appropriate in the interest of safety, for the conduct of periodic recurring testing of such employees for such use in violation of law or Federal regulation.

(2) In issuing such regulations, the Secretary shall require that post-accident testing of such a mass transportation employee be conducted in the case of any accident involving mass transportation in which occurs loss of human

life, or, as determined by the Secretary, other serious accidents involving bodily injury or significant property damage.

(c) The Secretary shall issue regulations setting forth requirements for rehabilitation programs which provide for the identification and opportunity for treatment of mass transportation employees referred to in subsection (b)(1) who are determined to have used, in violation of law or Federal regulation, alcohol or a controlled substance. The Secretary shall determine the circumstances under which such employees shall be required to participate in such program. Nothing in this subsection shall preclude a mass transportation operation from establishing a program under this section in cooperation with any other such operation.

(d) In establishing the program required under subsection (b), the Secretary shall develop requirements which shall—

(1) promote, to the maximum extent practicable, individual privacy in the collection of specimen samples;

(2) with respect to laboratories and testing procedures for controlled substances, incorporate the Department of Health and Human Services scientific and technical guidelines dated April 11, 1988, and any subsequent amendments thereto, including mandatory guidelines which—

(A) establish comprehensive standards for all aspects of laboratory controlled substances testing and laboratory procedures to be applied in carrying out this section, including standards which require the use of the best available technology for ensuring the full reliability and accuracy of controlled substances tests and strict procedures governing the chain of custody of specimen samples collected for controlled substances testing;

(B) establish the minimum list of controlled substances for which individuals may be tested; and

(C) establish appropriate standards and procedures for periodic review of laboratories and criteria for certification and revocation of certification of laboratories to perform controlled substances testing in carrying out this section;

(3) require that all laboratories involved in the testing of any individual under this section shall have the capability and facility, at such laboratory, of performing screening and confirmation tests;

(4) provide that all tests which indicate the use, in violation of law or Federal regulation, of alcohol or a controlled substance by any individual shall be confirmed by a scientifically recognized method of testing capable of providing quantitative data regarding alcohol or a controlled substance;

(5) provide that each specimen sample be subdivided, secured, and labelled in the presence of the tested individual and that a portion thereof be retained in a secure manner to prevent the possibility of tampering,

so that in the event the individual's confirmation test results are positive the individual has an opportunity to have the retained portion assayed by a confirmation test done independently at a second certified laboratory if the individual requests the independent test within three days after being advised of the results of the confirmation test;

(6) ensure appropriate safeguards for testing to detect and quantify alcohol in breath and body fluid samples, including urine and blood, through the development of regulations as may be necessary and in consultation with the Department of Health and Human Services;

(7) provide for the confidentiality of test results and medical information (other than information relating to alcohol or a controlled substance) of employees, except that the provisions of this paragraph shall not preclude the use of test results for the orderly imposition of appropriate sanctions under this section; and

(8) ensure that employees are selected for tests by non-discriminatory and impartial methods, so that no employee is harassed by being treated differently from other employees in similar circumstances.

(e)(1) No State or local government shall adopt or have in effect any law, rule, regulation, ordinance, standard, or order that is inconsistent with the regulations issued under this section, except that the regulations issued under this section shall not be construed to preempt provisions of State criminal law which impose sanctions for reckless conduct leading to actual loss of life, injury, or damage to property, whether the provisions apply specifically to mass transportation employees, or to the general public.

(2) Nothing in this section shall be construed to restrict the discretion of the Secretary to continue in force, amend, or further supplement any regulations governing the use of alcohol or controlled substances by mass transportation employees issued before the date of enactment of this Act.

(3) In issuing regulations under this section, the Secretary shall only establish requirements that are consistent with the international obligations of the United States, and the Secretary shall take into consideration any applicable laws and regulations of foreign countries.

(f)(1) As the Secretary considers appropriate, the Secretary shall require—

(A) disqualification for an established period of time or dismissal of any employee referred to in subsection (b)(1) who is determined to have used or to have been impaired by alcohol while on duty; and

(B) disqualification for an established period of time or dismissal of any such employee determined to have used a controlled substance, whether on duty or not on duty, except as permitted for medical purposes by law or any regulations.

(2) Nothing in this section shall be construed to supersede any penalty applicable to a mass transportation employee under any other provision of law.

(g) A person shall not be eligible for Federal financial assistance under section 3, 9, or 18 of the Urban Mass Transportation Act of 1964 (49 App. U.S.C. 1602, 1607a, or 1614) or section 103(e)(4) of title 23, United States Code, if such person—

(1) is required, under regulations prescribed by the Secretary under this section, to establish a program of alcohol and controlled substances testing; and

(2) fails to establish such a program in accordance with such regulations.

BUDGETARY IMPACT OF BILL

PREPARED IN CONSULTATION WITH THE CONGRESSIONAL BUDGET OFFICE PURSUANT TO SEC. 308(a), PUBLIC LAW 93-344, AS AMENDED

[In millions of dollars]

	Budget authority		Outlays	
	Committee allocation	Amount of bill	Committee allocation	Amount of bill
Comparison of amounts in the bill with Committee allocations to its subcommittees of amounts in the First Concurrent Resolution for 1992: Subcommittee on Transportation and Related Agencies:				
Defense.....				
International.....				
Domestic.....	13,900	13,900	31,800	¹ 31,800
Mandatory.....	537	537	540	540
Projection of outlays associated with the recommendation:				
1992.....				² 12,219
1993.....				15,128
1994.....				5,222
1995.....				2,028
1996 and future years.....				2,904
Financial assistance to State and local governments for 1992 in bill.....	NA	2,700	NA	4,225

¹ Includes outlays from prior-year budget authority.

² Excludes outlays from prior-year budget authority.

NA: Not applicable.

COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1991 AND BUDGET ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1992

[Amounts in dollars]

Senate committee recommendation compared with (+ or -)							
Item (1)	1991 appropriation (2)	Budget estimate (3)	House allowance (4)	Committee recom- mendation (5)	1991 appropriation (6)	Budget estimate (7)	House allowance (8)
TITLE 1 - DEPARTMENT OF TRANSPORTATION							
Office of the Secretary							
Salaries and expenses.....		(81,500,000)				(-81,500,000)	
Immediate Office of the Secretary.....	1,215,000	1,435,000	1,435,000	1,435,000	+220,000		
Immediate Office of the Deputy Secretary.....	412,000	573,000	550,000	550,000	+138,000	-23,000	
Office of the General Counsel.....	6,420,000	7,524,000	6,904,000	7,204,000	+784,000	-320,000	+300,000
Office of the Assistant Secretary for Policy and International Affairs.....	8,500,000	9,621,000	8,733,000	8,733,000	+233,000	-888,000	
Office of the Assistant Secretary for Budget and Programs.....	2,390,000	2,719,000	2,726,000	2,726,000	+336,000	+7,000	
Office of the Assistant Secretary for Governmental Affairs.....	2,255,000	2,468,000	2,320,000	2,468,000	+213,000		
Office of the Assistant Secretary for Administration.....	26,745,000	45,396,000	30,262,000	30,262,000	+3,517,000	-15,134,000	+148,000
Office of the Assistant Secretary for Public Affairs.....	1,389,000	1,546,000	1,546,000	1,546,000	+157,000		
Executive Secretariat.....	918,000	1,007,000	965,000	965,000	+47,000	-42,000	
Contract Appeals Board.....	508,000	590,000	590,000	590,000	+82,000		
Office of Civil Rights.....	1,353,000	1,462,000	1,462,000	1,462,000	+109,000		
Office of Essential Air Service.....	1,500,000	1,545,000	1,545,000	1,545,000	+45,000		
Office of Small and Disadvantaged Business Utilization.....	3,465,000	3,527,000	3,527,000	3,527,000	+62,000		
Office of Intelligence and Security.....	1,200,000	1,381,000	1,200,000	1,381,000	+181,000		
Office of Drug Enforcement and Program Compliance.....		706,000		706,000	+706,000		
Subtotal, Salaries and expenses.....	58,270,000	81,500,000	63,765,000	65,100,000	+6,830,000	-16,400,000	+1,335,000
Transportation planning, research, and development.....	2,947,000	4,200,000	3,100,000	3,100,000	+153,000	-1,100,000	
Office of Commercial Space Transportation Operations and Research.....	3,386,000	4,804,000	4,245,000	4,300,000	+914,000	-504,000	+55,000
Working capital fund.....	(86,264,000)	(165,600,000)	(85,509,000)	(98,472,000)	(+12,208,000)	(-67,128,000)	(+12,963,000)
Payments to air carriers.....	26,600,000				-26,600,000		
Payments to air carriers (Airport and Airway Trust Fund):.....		(38,600,000)	(38,600,000)	(38,600,000)	(+38,600,000)		
(Liquidation of contract authorization).....		(38,600,000)	(38,600,000)	(38,600,000)	(+38,600,000)		
(Limitation on obligations).....							

Headquarters facilities.....	69,000,000	111,970,000	111,970,000	69,000,000	111,970,000	111,970,000	69,000,000
Rental payments.....	107,668,000	---	---	---	---	---	---
Total, Office of the Secretary: New budget (obligational) authority..... (Limitations on obligations).....	198,871,000	159,504,000	183,080,000	184,470,000	184,470,000	184,470,000	184,470,000
Total.....	(198,871,000)	(198,104,000)	(221,680,000)	(223,070,000)	(223,070,000)	(223,070,000)	(223,070,000)
Coast Guard	2,039,839,000	2,539,600,000	2,483,800,000	2,222,000,000	2,222,000,000	2,222,000,000	2,222,000,000
Operating expenses.....	(18,922,000)	---	---	---	---	---	---
Persian Gulf Regional Defense Fund (By transfer from DoD).....	(295,000,000)	---	---	---	---	---	---
Acquisition, construction, and improvements: (By transfer from DoD).....	(5,000,000)	---	---	---	---	---	---
Vessels.....	157,500,000	164,100,000	32,700,000	152,250,000	152,250,000	152,250,000	152,250,000
Aircraft.....	90,010,000	64,100,000	86,950,000	58,900,000	31,110,000	31,110,000	31,110,000
Other equipment.....	15,000,000	48,800,000	50,331,000	47,025,000	32,025,000	32,025,000	32,025,000
Shore and aids to navigation facilities.....	106,885,000	105,050,000	62,550,000	110,225,000	34,000	34,000	34,000
Personnel, survey and design.....	36,936,000	40,928,000	32,500,000	39,070,000	2,134,000	2,134,000	2,134,000
Subtotal, Acquisition, construction, and improvements.....	406,331,000	422,978,000	365,031,000	407,470,000	407,470,000	407,470,000	407,470,000
Environmental compliance and restoration.....	21,500,000	25,100,000	21,500,000	25,100,000	25,100,000	25,100,000	25,100,000
Alteration of bridges.....	3,747,000	10,200,000	11,000,000	11,200,000	7,453,000	7,453,000	7,453,000
Retired pay.....	451,800,000	487,700,000	487,700,000	487,700,000	35,900,000	35,900,000	35,900,000
Reserve training.....	74,306,000	77,300,000	77,000,000	77,000,000	74,306,000	74,306,000	74,306,000
Research, development, test, and evaluation.....	25,000,000	28,800,000	27,800,000	29,500,000	44,500,000	44,500,000	44,500,000
Boat safety (Aquatic Resources Trust Fund).....	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000
Total, Coast Guard: New budget (obligational) authority.....	3,057,523,000	3,626,678,000	3,508,831,000	3,217,970,000	3,217,970,000	3,217,970,000	3,217,970,000
Federal Aviation Administration	4,037,000,000	4,457,000,000	4,342,000,000	4,382,058,000	4,382,058,000	4,382,058,000	4,382,058,000
Operations.....	2,095,407,000	2,700,000,000	2,469,500,000	2,557,807,000	2,557,807,000	2,557,807,000	2,557,807,000
Facilities and equipment (Airport and Airway Trust Fund).....	205,000,000	210,000,000	218,000,000	225,120,000	225,120,000	225,120,000	225,120,000
Research, engineering, and development (Airport and Airway Trust Fund).....	(1,400,000,000)	(1,520,000,000)	(1,520,000,000)	(1,520,000,000)	(1,520,000,000)	(1,520,000,000)	(1,520,000,000)
Grants-in-aid for airports (Airport and Airway Trust Fund): (Liquidation of contract authorization).....	(1,800,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)
(Liquidation on obligations).....	(200,000,000)	---	---	---	---	---	---
Rescission of contract authority.....	---	1,350,000	1,350,000	1,350,000	1,350,000	1,350,000	1,350,000
Aircraft purchase loan guarantee program.....	---	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)
Portion applied to debt reduction.....	(9,970,000)	(9,970,000)	(9,970,000)	(9,970,000)	(9,970,000)	(9,970,000)	(9,970,000)
(Limitation on borrowing authority).....	---	---	---	---	---	---	---
Total, Federal Aviation Administration: New budget (obligational) authority.....	6,137,407,000	7,367,150,000	7,029,650,000	7,165,135,000	7,165,135,000	7,165,135,000	7,165,135,000
(Limitations on obligations).....	(1,800,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)	(1,900,000,000)
Total.....	(7,937,407,000)	(9,267,150,000)	(8,929,650,000)	(9,065,135,000)	(9,065,135,000)	(9,065,135,000)	(9,065,135,000)

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1991 AND BUDGET
ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1992—Continued**

[Amounts in dollars]

Item (1)	1991	Budget	House	Committee	1991	Budget	House
	appropriation (2)	estimate (3)	allowance (4)	recom- mendation (5)	appropriation (6)	estimate (7)	allowance (8)
Senate committee recommendation compared with (+ or -)							
Federal Highway Administration							
(Limitation on general operating expenses).....	(256,415,000)	(352,024,000)	(326,400,000)	(479,050,000)	(+222,635,000)	(+127,026,000)	(+152,650,000)
University transportation centers (Highway Trust Fund)	5,000,000	7,000,000	5,000,000	7,000,000	-2,000,000	---	+2,000,000
Highway safety research and development (Highway Trust Fund).....	5,450,000	---	---	---	-5,450,000	---	---
Highway-related safety grants (Highway Trust Fund):	(10,000,000)	(20,000,000)	(10,000,000)	(20,000,000)	(+10,000,000)	---	(+10,000,000)
(Liquidation of contract authorization).....	(10,000,000)	(35,000,000)	(10,000,000)	(10,000,000)	---	(-25,000,000)	---
(Limitation on obligations).....	16,450,000	---	13,270,000	---	-16,450,000	---	-13,270,000
Railroad-highway crossings demonstration projects.....	(14,500,000,000)	(15,722,000,000)	(16,200,000,000)	(17,098,460,000)	(+2,598,460,000)	(+1,376,460,000)	(+898,460,000)
Federal-aid highways (Highway Trust Fund):	(14,500,000,000)	(15,722,000,000)	(16,200,000,000)	(17,098,460,000)	(+2,598,460,000)	(+1,376,460,000)	(+898,460,000)
(Limitation on obligations).....	(14,500,000,000)	(16,900,000,000)	(15,100,000,000)	(15,400,000,000)	(+1,100,000,000)	(+500,000,000)	(+300,000,000)
(Liquidation of contract authorization).....	(42,500,000)	---	(70,000,000)	(42,500,000)	---	(+42,500,000)	(-27,500,000)
Right-of-way revolving fund (Highway Trust Fund):	40,000,000	(40,000,000)	(40,000,000)	(40,000,000)	(+40,000,000)	---	-48,417,000
(Limitation on direct loans).....	---	---	---	---	-40,000,000	---	+46,000,000
(Liquidation of contract authorization).....	---	---	---	---	+46,000,000	-3,317,000	---
Motor carrier safety (Highway Trust Fund):	40,000,000	49,317,000	48,417,000	46,000,000	---	---	---
(Liquidation of contract authorization).....	---	---	---	---	(-1,000,000)	---	---
Motor carrier safety grants (Highway Trust Fund):	(63,000,000)	(62,000,000)	(62,000,000)	(62,000,000)	(+4,000,000)	(+5,500,000)	(+5,500,000)
(Liquidation of contract authorization).....	(61,500,000)	(60,000,000)	(60,000,000)	(65,500,000)	-8,415,000	---	-22,000,000
(Limitation on obligations).....	8,415,000	---	22,000,000	---	---	---	-10,000,000
Baltimore-Washington Parkway (Highway Trust Fund).....	8,500,000	---	10,000,000	---	-8,500,000	---	-10,000,000
Intermodal urban demonstration project (Highway Trust Fund).....	17,000,000	---	22,000,000	---	-17,000,000	---	-22,000,000
Highway safety and economic development demonstration projects (Highway Trust Fund).....	7,650,000	---	18,700,000	---	-7,650,000	---	-18,700,000
Highway safety improvement demonstration project.....	6,800,000	---	5,000,000	---	-6,800,000	---	-5,000,000
Highway-railroad grade crossing safety demonstration project (Highway Trust Fund).....	1,700,000	---	2,000,000	---	-1,700,000	---	-2,000,000
Highway widening demonstration project.....	3,400,000	---	8,000,000	---	-3,400,000	---	-8,000,000
Highway widening and improvement demonstration project.....	3,060,000	---	---	---	-3,060,000	---	---
Intersection safety demonstration project.....	10,200,000	---	7,000,000	---	-10,200,000	---	-7,000,000
Climbing lane and highway safety demonstration project	2,550,000	---	4,000,000	---	-2,550,000	---	-4,000,000
Indiana industrial corridor safety demonstration project.....	1,700,000	---	---	---	-1,700,000	---	-1,700,000
Highway capacity improvement demonstration project.....	8,500,000	---	10,000,000	---	-8,500,000	---	-10,000,000
Alabama highway bypass demonstration project.....	3,400,000	---	5,000,000	---	-3,400,000	---	-5,000,000
Kentucky bridge demonstration project.....	---	---	---	---	---	---	---

Virginia HOV safety demonstration project.....	7,225,000	---	---	-7,225,000	---	-6,000,000
Urban highway corridor and bicycle transportation demonstration projects.....	9,350,000	---	---	-9,350,000	---	-11,700,000
Urban airport access safety demonstration project.....	9,350,000	---	---	-9,350,000	---	-10,000,000
Pennsylvania toll road demonstration project.....	17,000,000	---	---	-17,000,000	---	-9,000,000
Highway bypass demonstration project.....	5,100,000	---	---	-5,100,000	---	-2,000,000
Highway demonstration projects.....	71,365,000	---	---	-71,365,000	---	-10,000,000
(by transfer).....	---	---	---	---	---	-30,770,000
Highway studies - feasibility, design environmental, engineering.....	48,293,000	---	---	-48,293,000	---	-4,628,000
Corridor H improvement project.....	51,500,000	---	---	-51,500,000	---	+23,485,000
Corridor G improvement project.....	33,275,000	---	---	-33,275,000	---	---
Corridor D improvement project.....	10,000,000	---	---	-10,000,000	---	+165,000,000
Bypass construction project.....	42,500,000	---	---	-42,500,000	---	---
Corning bypass safety demonstration project.....	17,000,000	---	---	-17,000,000	---	+16,000,000
Turquoise Trail project.....	6,684,000	---	---	-6,684,000	---	+3,000,000
Trade enhancement demonstration project.....	10,625,000	---	---	-10,625,000	---	---
Ottawa road extension project.....	8,500,000	---	---	-8,500,000	---	+8,000,000
Low connector project.....	1,488,000	---	---	-1,488,000	---	---
Highway 20 realignment project.....	2,550,000	---	---	-2,550,000	---	---
Ramp relocation and reconstruction demonstration project.....	10,200,000	---	---	-10,200,000	---	---
U.S. 54 interchange project.....	9,265,000	---	---	-9,265,000	---	---
North Carolina connector project.....	---	---	---	---	---	---
Total, Federal Highway Administration:	---	---	---	---	---	---
New budget (obligational) authority.....	517,045,000	56,317,000	366,367,000	-76,510,000	+384,218,000	+74,168,000
(Limitations on obligations).....	(14,571,500,000)	(15,817,000,000)	(16,270,000,000)	(+2,602,460,000)	(+1,356,960,000)	(+903,960,000)
Total.....	(15,088,545,000)	(15,873,317,000)	(16,636,367,000)	(+2,525,950,000)	(+1,741,178,000)	(+978,128,000)

National Highway Traffic Safety Administration

Operations and research.....	76,347,000	---	---	-76,347,000	---	-75,995,000
Operations and research (Highway Trust Fund).....	42,366,000	127,207,000	42,357,000	-79,620,000	-5,221,000	+79,620,000
Subtotal, Operations and research.....	118,713,000	127,207,000	118,352,000	+3,273,000	-5,221,000	+3,634,000
Highway traffic safety grants (Highway Trust Fund) (Liquidation of contract authorization).....	(109,805,000)	(156,000,000)	(130,000,000)	(+40,195,000)	(-6,000,000)	(+20,000,000)
State and community highway safety grants: (Limitation on obligations).....	(114,655,000)	(115,000,000)	(115,000,000)	(+5,345,000)	(+5,000,000)	(+5,000,000)
Safety bonus grants: (Limitation on obligations).....	---	(50,000,000)	---	---	(-50,000,000)	---
Alcohol safety incentive grants: (Limitation on obligations).....	(19,980,000)	---	(20,000,000)	(+20,000,000)	(+20,000,000)	---
Safety belt and motorcycle helmet grants: (Limitation on obligations).....	---	---	---	(+20,000,000)	(+20,000,000)	(+20,000,000)

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1991 AND BUDGET
ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1992—Continued**

(Amounts in dollars)

Item (1)	1991 appropriation (2)	Budget estimate (3)	House allowance (4)	Committee recom- mendation (5)	Senate committee recommendation compared with (+ or -)		
					1991 appropriation (6)	Budget estimate (7)	House allowance (8)
Education grants (Sec. 209): (Cumulative limitation on obligations).....							
Total, National Highway Traffic Safety Administration: New budget (obligational) authority.....							
(Limitations on obligations).....	118,713,000 (134,635,000)	127,207,000 (165,000,000)	118,352,000 (135,000,000)	121,986,000 (160,000,000)	+3,273,000 (+25,365,000)	-5,221,000 (-5,000,000)	+3,634,000 (+25,000,000)
Total.....	(253,348,000)	(292,207,000)	(253,352,000)	(281,986,000)	(+28,638,000)	(-10,221,000)	(+28,634,000)
Federal Railroad Administration							
Office of the Administrator.....							
Local rail freight assistance.....	14,433,000	18,218,000	16,077,000	16,962,000	+2,529,000	-1,256,000	+885,000
Railroad safety.....	10,000,000	---	10,000,000	14,000,000	+4,000,000	+14,000,000	+4,000,000
Railroad research and development.....	34,362,000	41,024,000	37,136,000	38,921,000	+4,559,000	-2,103,000	+1,785,000
Maglev R&D (Highway Trust Fund): (Limitation on obligations).....	22,147,000	26,298,000	14,713,000	10,526,000	-11,621,000	-15,772,000	-6,187,000
(Liquidation of contract authorization).....	---	---	---	(30,000,000)	(+30,000,000)	(+30,000,000)	(+30,000,000)
Settlements of railroad litigation.....	3,362,000	---	---	(30,000,000)	(+30,000,000)	(+30,000,000)	(+30,000,000)
Portion applied to debt reduction.....	-3,097,000	---	---	---	-3,362,000	---	---
Northeast corridor improvement program.....	179,000,000	---	36,000,000	260,000,000	+81,000,000	+260,000,000	+224,000,000
Grants to the National Railroad Passenger Corporation:							
Operations.....	343,080,000	180,000,000	328,900,000	331,000,000	-12,080,000	+151,000,000	+2,100,000
Capital.....	132,000,000	150,000,000	175,000,000	180,000,000	+48,000,000	+30,000,000	+5,000,000
Total, Grants to the National Railroad Passenger Corporation.....	475,080,000	330,000,000	503,900,000	511,000,000	+35,920,000	+181,000,000	+7,100,000
Mandatory Passenger Rail Service Payments.....							
Railroad Rehabilitation and Improvement Financing Funds: (Railroad credit enhancement).....	150,000,000	150,000,000	145,000,000	145,000,000	-5,000,000	-5,000,000	---
Regional rail reorganization program.....	(32,000,000)	---	---	---	(-32,000,000)	---	---
Portion applied to debt reduction.....	308,000	---	---	---	-308,000	---	---
Conrail commuter transition assistance.....	-285,000	---	---	---	-285,000	---	---
	5,000,000	---	27,200,000	---	-5,000,000	---	-27,200,000

Astrak corridor improvement loans..... (Loan authorization).....	3,500,000 (3,500,000)	---	---	3,500,000 (3,500,000)	---	-3,500,000 (-3,500,000)	---	-3,500,000 (-3,500,000)
Total, Federal Railroad Administration.....	893,810,000	565,540,000	793,526,000	996,409,000	+102,599,000	+430,869,000	+202,883,000	
Urban Mass Transportation Administration								
Administrative expenses.....	32,583,000	---	---	---	---	---	---	-37,000,000
Administrative expenses (Highway Trust Fund).....	8,000,000	40,365,000	37,000,000	---	---	-40,365,000	---	-26,000,000
Research, training, and human resources.....	1,605,000,000	---	26,000,000	990,000,000	---	+990,000,000	---	-610,000,000
Formula grants.....	---	---	1,600,000,000	200,000,000	---	+200,000,000	---	-200,000,000
Formula grants (Highway Trust Fund).....	---	2,599,908,000	---	---	---	---	---	---
Formula grants (Trust Fund): (Limitation on obligations).....	---	---	(1,070,500,000)	(+1,070,500,000)	(+1,070,500,000)	(+1,070,500,000)	(+1,070,500,000)	(+1,070,500,000)
Transit planning and research (Highway Trust Fund).....	---	93,226,000	---	---	---	-93,226,000	---	---
University transportation centers (Highway Trust Fund): Discretionary grants (Highway Trust Fund): (Limitation on obligations).....	---	6,000,000	---	---	---	-6,000,000	---	---
Discretionary grants (General Fund).....	(1,400,000,000)	(350,000,000)	(1,900,000,000)	(535,000,000)	(-865,000,000)	(+185,000,000)	(-1,365,000,000)	(-1,365,000,000)
Mass transit capital fund (Highway Trust Fund) (Liquidation of contract authorization).....	(900,000,000)	(1,100,000,000)	(1,400,000,000)	(775,000,000)	(+775,000,000)	(+775,000,000)	(+775,000,000)	(+775,000,000)
Interstate transfer grants - transit.....	160,000,000	---	(1,500,000,000)	(1,500,000,000)	(+600,000,000)	(+400,000,000)	(+100,000,000)	(+100,000,000)
Interstate transfer grants - transit (Highway Trust Fund).....	---	160,000,000	---	---	---	-160,000,000	---	-160,000,000
Washington Metro.....	64,100,000	80,000,000	124,000,000	124,000,000	+59,900,000	+44,000,000	---	---
Total, Urban Mass Transportation Administration: New budget (obligational) authority..... (Limitations on obligations).....	1,869,683,000 (1,400,000,000)	2,979,499,000 (350,000,000)	1,947,000,000 (1,900,000,000)	2,089,000,000 (1,605,500,000)	+219,317,000 (-205,500,000)	-890,499,000 (+1,255,500,000)	+142,000,000 (-294,500,000)	+142,000,000 (-294,500,000)
Total.....	(3,269,683,000)	(3,329,499,000)	(3,847,000,000)	(3,694,500,000)	(+424,817,000)	(+365,001,000)	(-152,500,000)	(-152,500,000)
Saint Lawrence Seaway Development Corporation								
Operations and maintenance (Harbor Maintenance Trust Fund).....	10,250,000	10,800,000	10,600,000	10,550,000	+300,000	-250,000	-50,000	-50,000
Research and Special Programs Administration								
Hazardous materials safety.....	---	---	---	12,301,000	+12,301,000	---	---	+12,301,000
Offsetting collections (NAZMAT fees).....	---	---	---	-1,900,000	-1,900,000	---	---	-1,900,000
Aviation information management.....	---	---	---	2,495,000	+2,495,000	---	---	+2,495,000
Emergency transportation.....	---	---	---	944,000	+944,000	---	---	+944,000
Research and technology.....	---	---	---	1,868,000	+1,868,000	---	---	+1,868,000
Program support.....	---	---	---	5,606,000	+5,606,000	---	---	+5,606,000
Research and special programs.....	15,833,000	23,912,000	21,582,000	---	---	-23,912,000	-21,582,000	-21,582,000
Pipeline safety (Pipeline Safety Fund).....	11,042,000	13,953,000	13,472,000	13,553,000	+51,000	-400,000	+81,000	+81,000
Total, Research and Special Programs Administration.....	26,875,000	37,865,000	35,054,000	34,867,000	+7,992,000	-2,998,000	-187,000	-187,000

**COMPARATIVE STATEMENT OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL YEAR 1991 AND BUDGET
ESTIMATES AND AMOUNTS RECOMMENDED IN THE BILL FOR FISCAL YEAR 1992—Continued**

[Amounts in dollars]

Item (1)	Senate committee recommendation compared with (+ or -)						
	1991 appropriation (2)	Budget estimate (3)	House allowance (4)	Committee recom- mendation (5)	1991 appropriation (6)	Budget estimate (7)	House allowance (8)
Office of the Inspector General							
Salaries and expenses.....	31,875,000	38,668,000	37,005,000	36,518,000	+4,643,000	-2,150,000	-487,000
Total, title I, Department of Transportation: New budget (obligational) authority (net)...	12,862,052,000	14,969,228,000	14,029,465,000	14,297,440,000	+1,435,388,000	-671,788,000	+267,975,000
Appropriations.....	(13,065,434,000)	(14,970,428,000)	(14,030,665,000)	(14,298,640,000)	+1,233,206,000	(-671,788,000)	(+267,975,000)
Appropriations for debt reduction.....	(-3,382,000)	(-1,200,000)	(-1,200,000)	(-1,200,000)	(+2,182,000)	---	---
Rescissions.....	(-200,000,000)	---	---	---	(+200,000,000)	---	---
Rescissions.....	(300,000,000)	---	(4,628,000)	---	(-300,000,000)	(+127,026,000)	(-4,628,000)
(By transfer).....	(256,615,000)	(352,024,000)	(326,400,000)	(479,050,000)	(+222,635,000)	(+127,026,000)	(+152,650,000)
(Limitations on general operating expenses).....	(17,908,135,000)	(18,270,600,000)	(20,243,600,000)	(20,908,060,000)	(+3,001,925,000)	(+2,637,460,000)	(+664,460,000)
(Limitations on obligations).....	(16,782,805,000)	(17,836,600,000)	(18,300,600,000)	(18,760,600,000)	(+1,977,795,000)	(+924,000,000)	(+460,000,000)
(Liquidation of contract authorizations).....	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	---	---	---
(Cumulative limitation on obligations).....	(86,264,000)	(165,600,000)	(85,509,000)	(98,672,000)	(+12,208,000)	(-67,128,000)	(+12,963,000)
(Limitation on working capital fund).....	(42,500,000)	---	(70,000,000)	(42,500,000)	---	(+42,500,000)	(-27,500,000)
(Limitations on direct loans).....	(32,000,000)	---	---	---	(-32,000,000)	---	---
(Railroad credit enhancement).....	---	---	---	---	---	---	---
Total, title I, New budget (obligational) authority and (limitations on obligations).....	(30,768,187,000)	(33,239,828,000)	(34,273,065,000)	(34,541,040,000)	(+3,772,853,000)	(+1,301,212,000)	(+267,975,000)
TITLE II - RELATED AGENCIES							
Architectural and Transportation Barriers Compliance Board	2,700,000	2,980,000	2,900,000	2,980,000	+280,000	---	+80,000
Salaries and expenses.....	---	---	---	---	---	---	---
National Transportation Safety Board	31,470,000	34,176,000	34,176,000	35,676,000	+4,206,000	+1,500,000	+1,500,000
Salaries and expenses.....	---	---	---	---	---	---	---
Interstate Commerce Commission	43,777,000	41,373,000	40,923,000	41,373,000	-2,404,000	---	+450,000
Salaries and expenses.....	(475,000)	(475,000)	(475,000)	(475,000)	---	---	---
Payments for directed rail service (limitation on obligations).....	(44,252,000)	(41,848,000)	(41,398,000)	(41,848,000)	(-2,404,000)	---	(+450,000)
Total, Interstate Commerce Commission.....	---	---	---	---	---	---	---

Panama Canal Commission					
Panama Canal Revolving Fund:					
(Administrative expenses).....	(48,928,000)	(49,503,000)	(49,497,000)	(+569,000)	(-6,000)
(Limitation on operating and capital expenses).....	(519,000,000)	(461,318,000)	(519,000,000)	(-19,000,000)	(-19,000,000)
Department of the Treasury					
Rebate of Saint Lawrence Seaway Tolls (Harbor Maintenance Trust Fund).....					
	10,500,000	10,703,000	10,250,000	-250,000	-453,000
Washington Metropolitan Area Transit Authority					
Interest payments.....	51,663,569	51,663,569	51,663,569	---	---
Total, title II, Related Agencies:					
New budget (obligational) authority.....	140,110,569	140,895,569	139,912,569	+1,832,000	+1,047,000
(Limitation on obligations).....	(475,000)	(475,000)	(475,000)	---	---
Total.....	(140,585,569)	(141,370,569)	(140,387,569)	(+1,832,000)	(+1,047,000)
Grand total:					
New budget (obligational) authority (net)....	13,002,162,569	15,110,123,569	14,169,377,569	+1,437,220,000	+270,005,000
Appropriations.....	(13,205,544,569)	(15,111,323,569)	(14,170,577,569)	(+1,235,038,000)	(+270,005,000)
Appropriations for debt reduction.....	(-3,382,000)	(-1,200,000)	(-1,200,000)	(+2,182,000)	---
(By transfer).....	(300,000,000)	---	(4,628,000)	(-300,000,000)	(-4,628,000)
(Limitations on general operating expenses)....	(256,415,000)	(352,024,000)	(326,400,000)	(+222,635,000)	(+127,026,000)
(Limitations on obligations).....	(17,906,610,000)	(18,271,075,000)	(20,244,075,000)	(+3,001,925,000)	(+2,637,460,000)
(Cumulative limitation on obligations).....	(4,750,000)	(4,750,000)	(4,750,000)	---	---
(Limitations on working capital fund).....	(86,264,000)	(165,600,000)	(85,509,000)	(+12,208,000)	(+12,963,000)
(Limitations on direct loans).....	(42,500,000)	---	(70,000,000)	(+42,500,000)	(-27,500,000)
(Appropriations to liquidate contract authorizations).....	(16,782,805,000)	(17,836,600,000)	(18,760,600,000)	(+1,977,795,000)	(+460,000,000)
Grand total, New budget (obligational) authority and (limitations on obligations).....	(30,908,772,569)	(33,381,196,569)	(34,413,452,569)	(+3,774,685,000)	(+1,302,259,000)
					(+270,005,000)